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# Bicycling®

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SPECIAL**

**THE 10-STEP  
'NO-DIET' PLAN**

P. 64

EDITOR'S  
CHOICE

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RIGHT BEER**

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**BUY THE PERFECT  
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A mountain biker wearing a blue long-sleeved jersey, black shorts, a white helmet, and sunglasses is riding a black Giant mountain bike through a dense forest. The bike has 'GIANT' written on the frame. The rider is leaning forward, navigating a trail with many tree roots. The background is a lush green forest with sunlight filtering through the trees.

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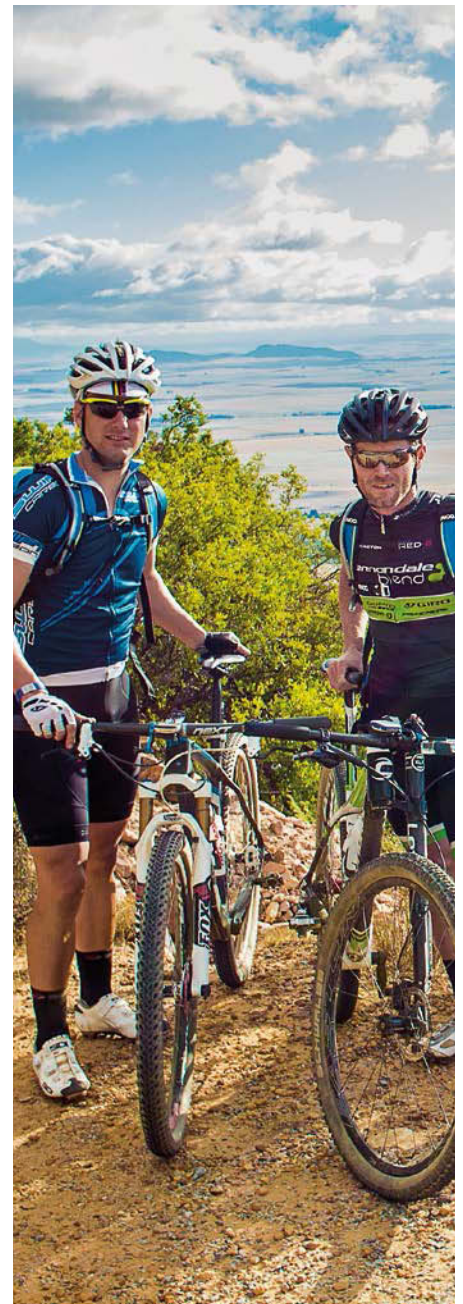


## IT'S TIME TO FLY

When it's about getting from point A to point B quickly, grab your Superfly and start hammering. That's what Trek Factory Racing does every time out.







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Are your cycling buddies faster than you? Don't be the slowpoke anymore. Here are 26 strategies to get you going faster, and make them beg for mercy. **BY DANIELE KOSECKI**

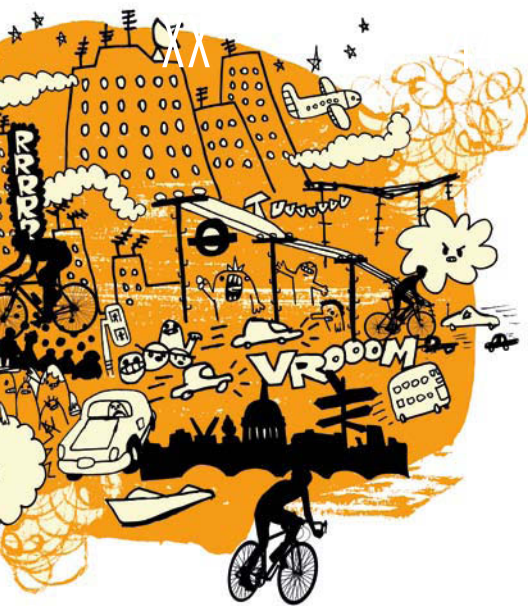
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Don't follow another hunger-pang-inducing diet again. Here's a surefire way to lose weight, using simple guidelines that'll keep you happy. **BY BRYONY MCCORMICK**

## 70 AN EPIC ADVENTURE

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By Oli Munnik

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### ON THE COVER(S)

This issue comes in two different covers. But don't be alarmed – both mags still contain the same cutting-edge content. The Scott Scale 960, with carbon race-pedigree packed into an aluminium frame, graces one cover; while the KTM Ultra Fun 29, with its funky, ultra-modern colour, brightens up the other.

PHOTOGRAPHS BY CRAIG KOLESKY / NIKON



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# Actions speak louder than words



What's your perception of 1.5 meters? Is it from here to there or further away? 1.5 meters is the length of an average bicycle.

Longer than you thought? Next time you drive past a cyclist, err on the side of caution and give them an extra-wide berth, because...

## cyclists stay alive at 1.5!



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## **THIS IS AFRICA**

**PHOTOGRAPH BY JACQUES MARAIS**

When you're in another country, the locals often – still – ask the age-old question: "Do wild animals really roam the streets in Africa?" Well, first of all, Africa is many different countries; and second of all, yes, they do... kind of. While urbanisation has sectioned our wildlife off to reserves and game parks, it's not uncommon to run into game while riding. [This of course is because we often ride in reserves and game parks, but it doesn't make the experience any less spectacular!]

[www.jacquesmarais.co.za/SONY](http://www.jacquesmarais.co.za/SONY)

**WHERE** Between George and Calitzdorp

**WHEN** 9 February 2015

**METADATA** Sony SLT-A99V, 400mm lens, 1/1250sec, f/5.6, ISO 400

Download as a wallpaper at [www.bicycling.co.za/wallpapers](http://www.bicycling.co.za/wallpapers)











## FUN IN THE LOCAL SUN

PHOTOGRAPH BY CRAIG KOLESKY

We're lucky to have great weather all year round in South Africa: days when conditions are extremely foul are few and far between. Because of this, there's hardly ever a weather-related excuse not to get on your bike. We're a fortunate bunch – as pro freerider Rob J. Heran from the Czech Republic found out when he visited Cape Town in December 2014. He was fresh off the plane from a freezing Munich; and the first thing he did in SA was hop on his bike to enjoy the summer weather.

**WHERE** Contermanskloof, Durbanville

**WHEN** December 2014

**METADATA** Nikon D4s, 16mm lens, 1/800sec, f/8, ISO 200

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## WINNING LETTER

### The Epiphany

In 2014 I went through four bikes in the space of two months, hoping I would find one that would make me faster. Then one day, while I was huffing and puffing through a ride, a young boy on a bike probably put together with barbed wire and gutter-bolts came flying past me. I almost stopped in dismay; and then I realised a huge truth, which applies to so many areas of my life: you don't get faster bikes – only stronger legs. So don't kid yourself; it's not about the bike, it's about your ability.

– RICHARD CHAPMAN

# WIN!

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## RACING BUZZ



“Flippin hard but great route. Unfortunately it was severely let down by very poor water points. Initially there was enough drink (water/ Coke/energy) and barely enough food. I saw a tray of potatoes at the second water point but nothing thereafter save for very, very dry banana loaf that wasn't even sliced. Riders had to excavate chunks of it from the tinfoil tray it was baked in. In later part of the race (the last 30km) there was zero food at the water points and only water. That is not acceptable if you are offering a 105km race...” – Steve Smith, on the 2015 Ashburton Investments National MTB Series #1

“The race was great and I did well, but I didn't receive a medal; and from what I saw, a lot of other people also didn't. Please can you help me? I would really like to have one. Other than that, the race deserves a six out of five.” – Martin Grobler, on the Action Ford Berge en Dale Classic 2015

“I enjoyed the race, but the water points & finish venue were not up to standard. The finish venue was a bit chaotic, and we could not find those handing out the medals!” – Gerhard, on the Action Ford Berge en Dale Classic 2014

SEE PAGE 98 FOR UPCOMING RACES

### Getting Into It

Hey guys – I got a road bike as a present last year, and built it up with new tyres, brakes, tubes and the works. Since then, I decided to cycle to Melkbosstrand from Goodwood. When my work colleagues heard this, they asked me if I was out of my mind to ride so far. But I told them that it wasn't that far, and I actually enjoy the ride along the beach – so I do it weekly, on my day off. Some people still say I'm crazy; but all I say is, how can it be crazy to do something you love?

– FRANCOIS

*If your colleagues think you're crazy, Francois, then they haven't met enough cyclists.*

### Ride With Giants

I recently joined the cycling family, late last year. I was completely scared of cycling uphill, but my cycling partner never stops on an incline – no matter how long it is. That gave me motivation, and three months later I can keep up with my cycling partner on a hill. So to get better on inclines, ride with the giants, ride with people better than you; and you will indeed get to their level, without even noticing.

– SELAELO SARAH LEKOLOANE

## READER TWEETS

@Riaan\_vw

“@Bicycling\_SA @JeroenSwart @jonathanancer awesome stuff! Let us know when next one is coming! Soon I will be the boss!” (on the Bicycling ‘Climb Like A Boss’ podcasts)

@francois\_weyers

“#lovecapetown @CapeTown @Cycling\_SA @allcapetown @Bicycling\_SA cycled to Blaauwberg from Goodwood.”

@KateSlegrova

“Busy day! Time to put my legs up and read the new issue of @Bicycling\_SA [pic.twitter.com/tPBj7VLo2W](http://pic.twitter.com/tPBj7VLo2W)”



## WHAT IS IT?

### Cyclism: NO-CHAIN DAY (PHRASAL EXPRESSION)

ONE OF THOSE SUPER-RARE DAYS WHEN PEDALLING FEELS SO EFFORTLESS, IT'S LIKE THERE ISN'T A CHAIN ON YOUR BIKE. COINED BY DE FACTO SEVEN-TIME TOUR DE FRANCE WINNER LANCE ARMSTRONG, WHO CLAIMS, IN HIS AUTOBIOGRAPHIES, TO HAVE HAD A FEW IN HIS RACING DAYS. WE UNDERSTAND WHY THAT WAS, NOW.



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# Weight Whinny

AS CYCLISTS, DO WE REALLY HAVE TO BE LEANER TO BE HAPPIER? NO, SAY THE EXPERTS.

**W** AT 94KG, I'M NO LIGHTWEIGHT. IN FACT, THERE ARE SOME BIKE MANUFACTURERS WHO SUGGEST THAT CERTAIN OF THEIR CARBON BIKES ARE NOT SAFE FOR ME TO RIDE; while my wheels must be carefully chosen to ensure they remain compliant on fast descents.

Climbing, whether on a mountain bike or a road bike, is always a challenge for me; but put me on a course of gentle, rolling hills, or on a slight downhill, and those skinny little Contador-lookalikes have to pedal pretty hard to keep up.

Losing weight, getting lean and getting stronger are always goals for us. But I'm no professional, and as much as I like to ride fast, break a few Strava PRs and challenge myself in races, I also

Bryony McCormick – despite being fit, lean and vegetarian – also found she was battling to shed those last few stubborn kilograms that would turn her into the next Ashleigh Moolman. So she embarked on a quest to find out what she was doing wrong (*'The No-Diet Weight-Loss Plan'*, p64).

As part of her journey she spoke to some of SA's leading nutritionists, did all manner of tests, and drilled down to what it is that helps us lose weight. What she discovered – which is perhaps what we often try to deny – is that there's no magic bullet for weight loss.

Healthy weight is just that: healthy. Diets don't work in the long term – a sustainable weight-loss plan is all about making small dietary tweaks to ensure

you're getting the nutrition you need, without any of the junk.

As much as we write about a healthy lifestyle in the pages of this magazine every

month, there is also a part of all of us here at *Bicycling* that wants that 'quick fix', and the chance to look like gear editor Oliver Munnik overnight.

But there isn't one; the best diet is the one you can sustain for the rest of your life. I've made small changes to my own lifestyle during the process of putting this magazine together. I've cut down on gluten, made a conscious decision not to drink fizzy drinks, and am careful about what I have for lunch, instead of just grabbing another

sandwich from the deli downstairs.

The results are showing... slowly. But I'm riding better, have more energy, and feel confident that the changes I make are changes I can make for good.

Mike  
EDITOR

@MIKEFINCHSA



“...a sustainable weight-loss plan is all about making small dietary tweaks to ensure you're getting the nutrition you need, without any of the junk.”

accept that I'll never be able to rival most cyclists on the big climbs.

In his monthly column (*'The Weigh-Up'*, p35) Dr Jeroen Swart advises a former rugby player that he does have the ability to ride well, despite his size and weight (which, ironically, is the same as mine!).

“Choose your terrain wisely,” Swart suggests, in between explaining the inspiring science that backs up why bigger riders don't have to be slower.

In the *Bicycling* office, deputy editor



- ▶ You can't lose weight just by exercising; you must change your diet and eating habits. An energy deficit is more easily achieved through diet.
- ▶ It's all about sustainable lifestyle changes, not dieting. It's the best way to lose weight.
- ▶ Keeping a food diary sounds like a schlep; but once you're in the habit it's very little effort for an enormous benefit.
- ▶ Finding out the difference between nutrient-rich carbs and nutrient-poor carbs is a valuable lesson. Knowledge is key to making healthy choices and losing weight.
- ▶ Don't drink your kilojoules. Instead of juicing fruits and veggies, eat them! You'll control your intake more accurately, especially with sugary fruits.

Now turn to p64 for more on making healthy, sustainable changes to your life.

MIKE MAYTHAM



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# KNOW HOW

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EDITED BY ANDRÉ VALENTINE

## BRING THE ATTITUDE

### → WHATEVER YOU DO... DO IT WITH STYLE

When you have Style Man walking around your office you're always on your toes about how you do things. You see, to Style it's not about dress sense; he's all about how confidently you carry things off. So when you're out on your bike, remember that whether you're showing your smaller buddies how to go fast [The Weigh-Up, p34], getting your mechanic a beer [Bottle Service, p40] or buying a second-hand bike [Go Used, Not Abused, p36], always do it with the attitude of a cyclist who knows what he or she is doing. You can also learn some stylish tricks from Stefan Garlicki [Downhill Lessons, p48], pictured here raising some dust. – AV



## THIS MONTH WE...



### ...held our breath for THE NEAR-CANNING OF HOFF VS CAV

We billed it as 'The Sprint At The Point' in the last issue [lame, we know]. But it nearly didn't happen, thanks to a cockfight between CSA and PPA/The Cycle Tour Trust that threatened to derail the elite race. This would not only have diminished the entertainment aspect of the Cape Town Cycle Tour, but would also have cut off a huge exposure stream for our [mostly small] local teams. Luckily, cool heads [and the law] prevailed. **See the full story here: [bicycling.co.za/cycle-tour-agreement](http://bicycling.co.za/cycle-tour-agreement)**



### ...noddod approvingly at THE PERFORMANCE OF TEAM SA

Team SA made the country proud at the African Continental Road Champs, collecting 17 medals [nine gold, five silver, three bronze]. It wasn't easy, either. The biggest threat came from Eritrea, but racers from Morocco, Algeria, Ethiopia, Zimbabwe and Namibia made the competition tight. It was also the biggest overall turnout for African Champs, illustrating the growth of the sport on the continent. Going forward, MTN-Qhubeka will have a big African pot to choose from.



### ...rubbed our hands in anticipation of SUPERSPORT'S CYCLING COVERAGE

Thanks to MTN-Qhubeka, Supersport have acquired broadcast rights for a host of top European races. That means we get to follow our favourite cycling team's journey in the big leagues. If you're an MTN-Qhubeka superfan, diarise the following dates: **12 April:** Paris-Roubaix [SS6, 1pm]; **22 April:** La Flèche Wallonne [SS6, 3-5pm]; **26 April:** Liège-Bastogne-Liège [SS6, 2.15-5pm]; **9-31 May:** Giro d'Italia; **10-16 May:** Tour of California [SS6, 11pm]; **8-15 June:** Critérium du Dauphiné.



### ...got fanboy-excited about MTN-QHUBEKA'S EARLY-SEASON PERFORMANCES

Okay, so they haven't won anything, but they have been showing their stuff – mixing it with the big boys, and getting in their faces. This was especially true at the Tour of Oman, where Jacques Janse van Rensburg finished fifth overall, and Louis Meintjes finished one place behind him and took the white jersey [for Best Young Rider]. Things are looking good; and the team is getting in some good prep for the big date with the Tour de France.

## RATED OR SLATED

### 👍 **Rated**

#### ASHLEIGH MOOLMAN-PASIO



Moolman-Pasio is at it again – this time, collecting five gold medals in the space of two weeks, at the SA Road Champs and the African Continental

Road Champs. She became the South African time-trial and road-race champion, then followed that up by bagging the same titles at the Continental Champs, while also helping team SA to team time-trial gold. You go, girl – and good luck for the Euro season, Ashleigh!

### 👎 **Slated**

#### THE CAPE TOWN CYCLE TOUR/ CSA COCKFIGHT

As reported elsewhere on this page, the biggest timed cycle race in the world was dragged smack-bang into the middle of a dispute between CSA, the UCI and the PPA/CTT. While all ended well eventually, you

can't help but feel that power struggles like this are going to become the norm in our growing sport; we can but hope that those involved keep the interests of cycling at the forefront.

### 📢 **Torn**

#### THE 'STAY WIDER OF THE RIDER' CAMPAIGN

Hang on, this looks kind of familiar... hey, didn't it use to be 'Stay Alive at 1.5'? While a name change was (perhaps) required, given that the passing law says 'one metre', not 1.5, 'Stay Wider of the Rider' sounds a bit



forced. English pedants may argue that 'wide' is preferable to 'wider'. And '1.5' rhymes with 'alive' – more to the point, we'd say, and as catchy. Plus, 1.5m is measurable, even when guessing. How do you apply 'wider'? **B**





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*BUILT TO ORDER IN CALIFORNIA*



BY OLI MUNNIK

PHOTO BY SÉBASTIEN ROHNER

## THE ÜBER-BOMB

Anyone who's ever – infuriatingly – found themselves trying to seat, seal and inflate a tubeless tyre without a compressor will jump at the chance to add Bontrager's TLR Flash Charger to their arsenal of bike tools. This sturdy, easy-to-use floor pump sports an additional high-pressure air cylinder that can be 'charged' with air; which is then released in a single burst, seating your tubeless tyre on the rim.

We tried it out on a few different tyre/rim combos, and were satisfied that Bontrager have nailed it – you can forget about having to mission to a petrol station or bike shop to use their compressor.

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## 15 Minutes Of Shame

**With all the TV coverage at MTB stage races, I've been trying to get on the telly – to prove to my missus that the hours spent away from home are worth it. What should I do? Wear bright colours? Wear colours that don't match? Give a thumbs-up as I ride past?**

– Leo, Stellenbosch

I've found the best way to get on the box is to crash in front of the cameras. There's an old newspaper saying: "If it bleeds, it leads [*the front page*]". A wipe-out at 40km/h got me some air time, both in the moment and then on the telly later.

If you need to validate your riding to your other half through TV, then you're not expressing yourself to her properly. And never give a thumbs-up, Leo. Never. People who thumbs-up, pout, make the V-for-victory sign or put their hands on their hips in photographs are not right in the head.

## War Stories

**I rode up Ou Wa-pad the other day. When I first looked at my heart rate monitor, it read 135, which made sense. As I climbed, it climbed; which also made sense. When it went past 170, I went slower, but my heart rate climbed over 190. Then, as I set a new maximum heart rate, the penny dropped: for some reason, the watch was on the 'altitude' screen. My question is this: I told my WhatsApp group this story with no attempt to hide my silliness. Should I have opened myself up to ridicule from people who really should know better?**

– Jan, Sea Point

There's no shame in telling such stories. They are what keeps us entertained in that awkward moment when the bill arrives during the post-ride coffee stop, in the embarrassed silence after the guy from Pinelands says he's left his money at home. Again. Or to gloss over when the guy in PR (or, as they like to call it these days, reputation management) is outed as having asked the daughter of one of his riding mates out. Or when someone lets slip a revealing picture of a woman licking an Iced Zoo in a most suggestive way. Or when you all start drinking beer at 9am, even the guy who's left his money at home. Again. This story will grow, Jan. You will embellish it. You will also learn that sometimes, riding by numbers is silly. It's like sitting in the post-ride coffee stop, staring at your phone, waiting for someone else to pay. Again. **B**

# RIDER <sup>2</sup> RIDER

► USEFUL TIPS FROM OUR READERS

## Melting Moments

To stop your energy bar from melting on hot rides, store it in your hydro pack. Fill the bladder half-and-half with cold water and ice cubes, then place the chocolate between the bladder and the front part of the pack. That will keep the bar away from your body heat, and protect it from the sun.

– Mariette Harcomb

## Spare Tjoep

Don't throw away old tubes. Use them to tie your bike down when you travel.

– Francois Stapelberg



**WINNING TIP**

## Shock And Shave

Don't have something to clean your shocks/forks? Use any type of foam shaving cream. Just spray it on the stanchions, leave for a couple of minutes, and rinse with water.

– Pieter Swanepoel



# WIN!

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## PRO TWEETS

**Phil Liggett @PhilLiggett**

"Thanks for a great Summer of Cycling in Australia. Heading home with super memories and great racing."

*Don't deny it, you read that in a Phil Liggett voice.*

**John-Lee Augustyn @jlaugustyn ►**

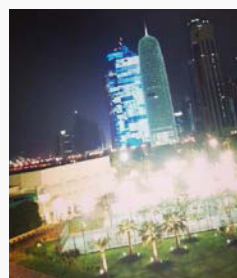
"A shoot we did a month ago – it was an outfit for a wedding. Fashion stylist @gretatonoli, photo credits Alessandro Legrenzi @gentstimepieces #mensfashion #suitedmen #beardedmen"

**Alex Stieda @alexstieda**

"Ready for 4 hours at -15°C @AbsaCapeEpic training hell week. 5 weeks to go. #yegbike #FuelledByCadence"

**Fabian Cancellara @f\_cancellara ►**

"Looks like a kind of Las Vegas with all the lights here in Qatar #roomView #tourOfQatar #crowingCity #evricingIsPossibleHere"





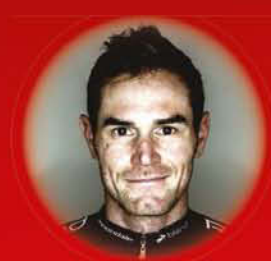
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Top SA rider at Attakwas

&

Cape Epic Stage winner (Gert)



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## Tougher Than Before

THE UPTURN IN WOMEN'S CYCLING MEANS STRONGER COMPETITION AT RACES

During the off-season, I worked hard on building a solid base to compete at the top and be a regular on the podium again. But going into the first few races of the season I got a big surprise; within the first 10km, I had to watch as my dreams of a podium place rode away from me.

For a while I felt despondent and disappointed, not understanding why the other girls now suddenly passed me like rocket ships – while I looked like someone on a social ride, except for my heart rate going through the roof.

Then I realised: while I was doing 25-hour training weeks, they were doing... the same. My competitors weren't taking time off, to allow me to make my 'comeback'. I'd have to work harder than ever – to be an even stronger and fitter version of myself. Everyone on the racing scene is doing everything in their power to get faster and

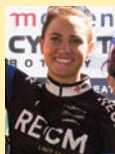
“My competitors weren't taking time off, to allow me to make my 'comeback'...”

leaner. So being consistent and determined with my training and eating habits is the only way I can rise to the top again.

The level of SA women's cycling has improved dramatically; where previously I could be top-10 in races without breaking a sweat, now I have to fight hard to get up there. Local riders are competing against the world's best, and giving them a run for their money.

But I'm patient; I know that to compete for a win again, I need some really hard, intense sessions; and after a couple of months, the hard work will pay off.

Everyone struggles now and then. But with hard work, success will be yours. **B**



**Cherise Stander (Team RECM)** is the 2014 Cycle Tour ladies champion, and represented South Africa at the 2014 Commonwealth Games.

## Maintaining Stability

Obviously, you should always do core exercises on a stability ball. Or not...

BY SCOTT DOUGLAS



**BUILDING YOUR CORE CAN GREATLY BENEFIT YOUR CYCLING, BY INCREASING BALANCE, COORDINATION, FLEXIBILITY, AND MUSCULAR ENDURANCE.** But all the advice on core-strength exercises says that the best way to do them is on an unstable surface, such as a stability ball. However, recent research published in *BMC Sports Science, Medicine, and Rehabilitation* shows that all that unsteadiness may not benefit you any more than if you worked out on a flat floor.

Researchers asked teens to do a basic core-strengthening workout twice a week for six weeks. Half of them did the exercises on a stable surface; the other half did them on unstable surfaces.

Before they began the core-strengthening programme, the teens

performed several fitness tests; when they did the same tests after the core-strengthening programme, both groups had improved their performance significantly.

However, despite researchers' expectations, the teens who did their core exercises on unstable surfaces did *not* outperform their more stable compatriots.

The researchers concluded that “if the goal is to enhance physical fitness, [core work on unstable surfaces] has no advantage over [the same exercises on stable surfaces]”.

Now you can't blame your lack of a stability ball for that paunch you're carrying around. So drop and give us 50. **B**

### NEW STUFF

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The SahmuraiSword – named after its creator, three-time Cape Epic-winner Stefan ‘Sahmurai’ Sahm – is an easy-to-use, simple-to-store, and (most importantly) safe way of carrying a tubeless plug system on your mountain bike. Built into what are essentially bar-plugs, the system allows you store both the plug and a reamer tool inside your handlebars (granted, they must be between 18 and 21 millimetres in diameter). No multi-tools are needed to unscrew the plug, and no special fittings are required to attach it to the bike. Positioned inside the handlebar (as opposed to taped to your bike), the plug's protected from dust, mud and water, maintaining its stickiness for longer.

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# ASK BICYCLING

ALL YOUR RIDE QUANDARIES—SOLVED!



## ▶ WHAT'S THE BEST DOG BREED TO MOUNTAIN BIKE WITH?

Dogs are a natural fit for the trail. "It feeds their instincts to run with the pack," says A. Rae Gandolf, a veterinarian who also happens to be a semi-professional mountain biker. It's tempting to imagine that there's a perfect purebred trail companion, but *braks* often have the best mix of desirable traits, she says. ▶



Basically, you want a medium-size dog with long legs, a lean build, and short hair (it's easier to keep clean, and less likely to overheat). If you're set on a breed, good ones include the Border Collie, Jack Russell, Husky (in colder areas) and vizsla. Regardless of pedigree, a good trail dog loves people, obeys basic commands, and won't wander off. Leave furry friends at home if they don't play nice with humans or other dogs.

► **I seem to get more flats in wet weather. Is it just me?** You're not crazy. Flats happen more often in the rain, mainly because runoff carries debris into the road and it's sprayed onto the sides and shoulders. Water also has a way of making even the tiniest cinder more destructive – it'll stick to your rubber and work its way through with each revolution. It doesn't help that wet surfaces camouflage transparent, shimmery glass, so you're more likely to roll right over it. Reduce the number of rain flats by using tyres with a built-in puncture-resistant barrier, or run a road tubeless setup with sealant, which stops most small leaks as you ride. And after any rainy ride, give your tyres a once-over to look for debris.

► **Why are lace-up cycling shoes suddenly everywhere?** Long before



Velcro, buckles, and dials, laces were it, because, well, laces were it. Tie-up shoes are currently back in vogue – partly because they look cool, and also because they offer unparalleled comfort. “With eyelets down the whole shoe, laces offer the best customised foot fit – snug without any unwanted pressure points,” says Chris Hutchens, design and development director at Lake Cycling. But comfort is only part of the equation. Here's how the fasteners stack up:

**BOAS** *Upside* >> Comfortable and neat, easy to adjust.

*Downside* >> Susceptible to the elements, high price.

**BUCKLES** *Upside* >> Secure, easy to adjust. *Downside* >> Can break or get gummed up in sloppy conditions.

**LACES** *Upside* >> Comfy and secure. Fashion forward. *Downside* >> Difficult to adjust while riding; loose ends.

**VELCRO STRAPS** *Upside* >> Economical, durable, and effective in all weather conditions. *Downside* >> Can loosen over a long ride, snag on clothing, and attract lint and other debris.

► **Who was the greatest bike mechanic ever?** This question cannot be answered properly without mentioning Julian DeVries, the legendary mechanic who turned wrenches for Eddy Merckx, Greg LeMond, and – love him or hate him – Lance Armstrong. Every detail mattered to this somewhat surly Belgian. While most people use their cellars for aging wine, DeVries was famous for using his to cure tubular tyres, hanging them from the ceiling to – he maintained – make them less prone to flats. That said, the best answer is: whoever you trust the most with your bike – whether that's the mechanic at your local shop, your neighbour, or a fellow rider who always knows how to fix whatever roadside mishap has occurred. In fact, why not take the time now to buy that saviour a beer (see our beer-tip-etiquette guide on page 40), a coffee, or maybe a replacement for all the tubes he or she has given out over the years.

► **After my last race, someone congratulated me for “chicking” five people. Is that a compliment?**

That's for you to decide. The term refers to when a female athlete finishes in front of male athletes, primarily in endurance sports like ultracycling or triathlon. It's based on the assumption that men are inherently faster and stronger

than women – which, as we know, is simply not true. (At the 2014 Amgen Tour of California, for example, nine out of the 20 pro women in the time trial would have beaten some of the men's pro field.) Many people find the term demeaning; others, empowering. And, as is the case with pink or non-pink bikes, Eddy Merckx vs. Marianne Vos, and the merits of low socks over high, there's plenty of room for riders on both sides of the debate. The term probably isn't going away any time soon.



► **I got a new mountain bike. How do I set my sag?**

Sag is the measure of how much your suspension compresses under your body weight when you ride your bike. When it's set properly, your bike's suspension will respond correctly to your weight and to the trail – not too bouncy, not too stiff. A good starting place for sag is about 20 per cent of your shock's available travel, according to mechanic Bernard Kocis. So, for example, 100mm of travel equals 20mm of sag. Here's how to find yours:  
1. Make sure all lockouts are off, so your air shock is fully functioning.

15

PERCENTAGE YOUR RESTING METABOLISM INCREASES WHEN YOU SIP AN ESPRESSO AN HOUR BEFORE YOU RIDE. TRANSLATION: YOU'LL BURN MORE KILOJOULES POST-PEDALLING THAN YOU WILL IF YOU SKIP THE JAVA.

SOURCE: INTERNATIONAL JOURNAL OF SPORT NUTRITION AND EXERCISE METABOLISM



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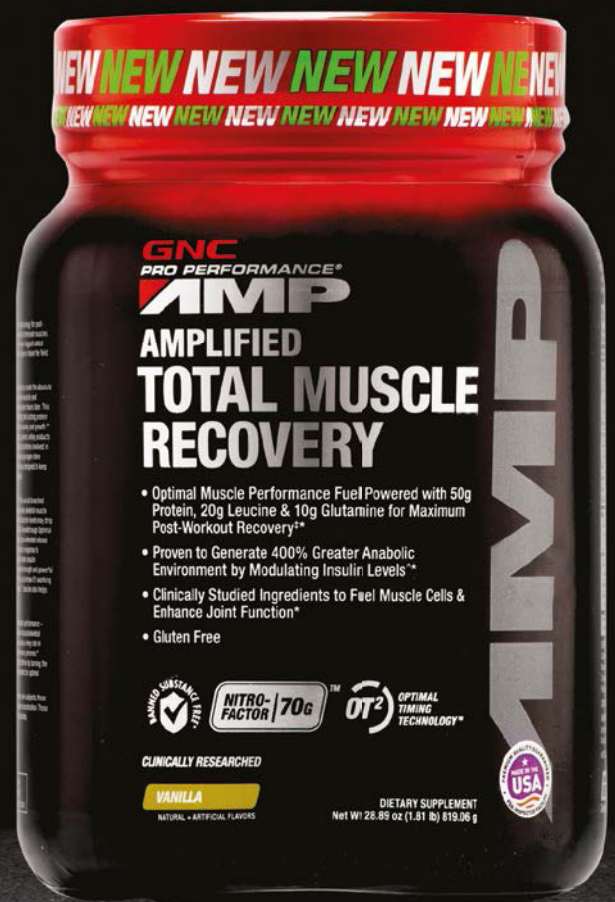


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## ASK BICYCLING

2. Dress as if you're heading out for a ride (including a full hydration pack), and sit on your bike.

3. Get a friend to hold the bike while you bounce up and down on the pedals a few times, with your weight centred over the bike.

4. Slide the O-ring against the spot where the shaft meets the air canister, then dismount the bike without shifting your weight.

5. Get back on, sit for a bit, then carefully dismount again. Measure how many millimetres the ring moved, then divide that number by your shock's travel. This is your sag. Later, as you understand your suspension's performance and your riding style better, you can adjust the sag depending on specific trails or conditions.

### ► Would it make my bike significantly lighter if I inflated my tyres with helium?

First, understand that although helium is the second-lightest and second-most-common element (behind hydrogen) in the observable universe, there is a helium shortage here on Earth, which means the price has increased 32 per cent in the last five years.

Can you even inflate tyres with helium? Sort of – presuming you fit a compressor tank with a Presta head. However, you'd have to fill them up way more often than with normal old air. Why? Because helium atoms are small – less than one angstrom in diameter, compared with about 3 angstroms for nitrogen and

oxygen. So helium will leak from a porous butyl rubber tube faster than air does.

As for whether it actually would make your bike significantly lighter, consider that gas has a molecular mass of 4, compared with 28.97 for air. A standard 700x25mm clincher has about 1.03 litres of volume, so according to the Ideal Gas Law, at 100psi you'll save a grand total of 16 grams between both tyres.

The bottom line: Those KOMs can be yours – if you can get to the top without flattening.

### ► Do I need arm muscles to be a better rider?

Although Chris Froome did win the Tour de France despite his famous spidermonkey physique, most of us will ride better with biceps.

Arm muscles prevent fatigue, act as shock absorbers, and help transfer power from the upper body to the lower body, says Harvey Newton, the 1984 Olympic weightlifting coach and level 2 cycling coach. Build arms and other supporting muscles with our exclusive upper-body circuit at [www.bicycling.co.za/whole-body-tune-up](http://www.bicycling.co.za/whole-body-tune-up). **B**

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# The Weigh-Up

BY DR JEROEN SWART

**Q** I USED TO PLAY RUGBY, AND WEIGHED 125KG. I STARTED CYCLING THREE YEARS AGO, AND NOW I'M ONLY 94KG AND ABOUT AS LEAN AS YOU CAN GET. AM I TOO HEAVY TO BE A STRONG CLIMBER?

– James, Johannesburg

**A** The short answer is that in cycling, power to weight is a critical determinant of performance. Generally the lighter you are, the better you will perform over varying terrain.

A smaller individual will have a greater supply of oxygen to each kilogram of working muscle than a larger guy (i.e. a higher VO<sub>2</sub> max). If your body doubles in

size, your heart and lungs generally don't increase by an equivalent amount. If you could double the number of muscles and the size of your heart, the cross-section of blood vessels supplying those muscles would double too. However, the pressure in (and hence the flow through) those vessels would stay the same. That means that as you increase in size, your heart and lungs must do more work per kilogram of body mass. This is the case whether you're wider or taller. Simply put, the more you weigh, the slower you're going to climb, because your peak power to weight (W/kg) and your relative VO<sub>2</sub> max (ml/kg/min) will be lower than they'd be for a smaller rider.

In addition to the above, your body surface becomes proportionally smaller as you get bigger – which sounds counterintuitive, until you take a deeper look.

To illustrate: think of two building blocks. If you put them together, then their size has doubled. However, each block loses one side of its surface area (the two sides touching). So altogether they're twice the size (100% bigger), but their surface area has only increased by 83%. The point

for cyclists is that for the same amount of work per kilogram, a larger body has less surface area through which it can lose heat in the form of sweating, convection and conduction. So when the mercury and the gradient both rise, bigger riders are in for some more suffering than smaller riders.

But that doesn't mean that all is lost. Only one half of your body faces forward; with your smaller body surface area relative to your size, you will therefore produce a lot less drag. Hence, on any flat or downhill terrain you'll have as big an advantage as the skinny guys have on the climbs.

Lastly, most of the climbs in SA are rather short. That means you will be starting them at high speed, so drag has a fairly large effect on performance. If you hit the climbs hard enough and fast enough, they'll be done before your weight really starts to become a detrimental factor.

So choose your terrain wisely, and play to your strengths. Attack the skinny guys hard on the flat sections and don't let them get into your draft. Or better yet, invite them to do a time trial! **B**



Mark Carroll owns Cadence Cycling Performance & chairs the CSA Coaching Commission.

## CLIMBING SMART

While power to weight is an important factor in climbing, most riders underperform on hills because they try to climb using too big a gear, which reduces their cadence to a grind. You can improve your hill climbing by choosing a lighter gear and increasing your cadence. The lower torque per pedal stroke reduces muscle force and delays time to fatigue – allowing you to sustain the intensity for longer, stay in touch with the group, and not blow before the summit. If you're a bigger guy, this gives you the chance to attack on the descent and show the stronger climbers a thing or two.



# Go Used, Not Abused

Buying a second-hand bike can save you thousands. Here's how to avoid picking a lemon.

BY FREDERICK DREIER

## 1 NARROW THE SEARCH

Whether you want a road, mountain, or commuter bike, identify three or four models that suit your needs. Make sure you know your size, then search cycling forums and sites such as Gumtree and OLX. When you find a match, check its price on sites like cwcycles.co.za, to make sure you're getting a fair deal.

## 2 SCRUTINISE THE FRAME

Small chips and scrapes in the paint are usually okay, but avoid rusty frames and those with dents or cracks on the tubes, says Nick Martin, owner of an online business selling second-hand cycling gear. Look closely underneath

the bottom bracket and around the frame joints, where cracks are more likely to form.

## 3 KICK THE TYRES

Replacing wheels, a suspension fork, or a drivetrain can cost thousands, so make sure these critical parts are in top shape, says Barry Luck, director of Changing Gears, a used bicycle non-profit organisation. If you're not sure, take the bike to a bike shop for inspection, or get a friend with a high bike-IQ to take a look at it.

## 4 CHECK FEEDBACK

If you buy online, check previous-buyer feedback and the seller's rating; make sure the seller will let you

test the bike before purchase and will take it back if you're not happy, says Martin. Buying from another part of the country is risky; it's a better idea to purchase locally and inspect the bike in person.

## 5 ADD FINAL TOUCHES

After purchasing a used bike, get it tuned up at your local shop. While there, pick up new tyres, and grips or bar tape, which will make it feel like new. If the fit isn't perfect, consider swapping the handlebar and/or the stem. Going with reasonably-priced parts should cost you less than R2 000 – and could make all the difference between a deal and a dud. **B**



**LOOKING FOR A NEW BIKE INSTEAD? VISIT [WWW.BICYCLING.CO.ZA/BIKE-BUYERS-GUIDE](http://WWW.BICYCLING.CO.ZA/BIKE-BUYERS-GUIDE).**

### DOCTOR'S ORDERS



Dr Jeroen Swart is a sports physician and exercise physiologist at the Sports Science Institute of South Africa.

**Q/A**

**Fitting In?** When you've bought a new bike, the next big move is to get fitted properly. An optimal bike fitting should balance three key variables: comfort, performance, and injury prevention. The importance of each varies from person to person; for one rider, comfort may be a high priority, while another will want to avoid injury at all costs. Key factors to be considered in a bike fitting are saddle height, saddle setback (how far back or forward your saddle is set), and reach. These are the main factors; for a truly great fitting, your LBS will consider cleat fore/aft position, saddle shape and width, handlebar width, and (on MTBs) shock pressure, among other variables.

MATT RAINEY



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# STRIFE IN THE FAST LANE

**As tension between cyclists and drivers increases, bike lanes provide more than safe and speedy passage – they are a critical link to a bicycle-friendly future.**

BY DAN KOEPPPEL  
& MIKE FINCH

One of the ultimate expressions of bike-riding skill is manoeuvring in traffic. There's art and adrenaline in breaking free of bike lanes and mixing it up with cars. Knowing that you've got the requisite velocity and vigour to navigate the road is a satisfying way to move off the margins – literally and figuratively.

That's what I've always believed. And though I've favoured bike lanes, I've seen them as something that should be unnecessary, the same way that, as a dad, I'm not too interested in giving my four-year-old son a bike with training wheels. I want him to go straight from his tricycle to balancing a big-boy rig.

But in the past year, I've come to believe in and use bike lanes for reasons that are pragmatic and chilling. I now see that bike lanes are essential for my safety, and the safety of all riders. They are a symbol of our rights as cyclists at a time when our rights appear to be under siege by those who resist change, run us over and want to keep us off the road.

"Human beings are territorial," a report commissioned by the AAA Foundation for Traffic Safety noted. "The car is an extension of this territory." No wonder that as our numbers grow, some drivers feel threatened. The problem is that when motorists express dominion over what they see as their territory – the road – cyclists look

more and more like collateral damage.

We see this in places like Cape Town, which on the face of it is a cycling-friendly city, complete with hipster Moonlight Mass events, cycle lanes, and masses training for that event previously known as 'The Argus'.

Over the years, Cape Town has changed along with the people in it. The streets that began as dirt roads for horses, pedestrians and bikes are now tarred highways for petrol-guzzlers.

Every change has reflected something bigger: The emergence of a city from what had been a dusty town, a booming population that needed mass transit, an expression of a hopeful utopia that saw automobile ownership as a singular right.

But things have changed in other ways. As some Capetonians realised that they no longer wanted to contribute to the city's traffic and smog, a street-biking renaissance took place. I started riding my bike on pavements, and began noticing more and more cyclists like me. There was little infrastructure 15 years ago, and riding took grit and savvy.

By 2010, the number of cyclists had increased enough that city planners took notice. They implemented an ambitious programme that would create a way for people to travel around Cape Town using cycle lanes only. It all started with the route from Cape Town up the West Coast,



and has now expanded into the southern suburbs, with more plans for continued expansion being rolled out. It has turned Cape Town into the most cycling-friendly city in SA.

But while the lanes have happened, negative sentiment against cyclists has risen. Bike lanes serve a great purpose when it comes to commuting, but recreational cyclists ride along many non-cycle lane roads in Cape Town, and incidents of anger seem to have risen. I fear that as we reach a critical mass in terms of numbers, our need and right and demand for more space

cyclists are rule-breakers – though certainly, we sometimes go through red lights, and that's problematic – it's that we're breaking convention. We move differently, faster, and that drives drivers nuts, says Stafford.

That anger can be manifested in alarming ways. The *Los Angeles Times* recently reported that between 2002 and 2012, more than 5 600 cyclists in Los Angeles County were injured and at least 36 died in hit-and-run incidents. During that time, the number of hit-and-runs increased by 42 percent. I know that those troubling

**“ Bike riders are not rule breakers, but we break convention. We move differently, faster, and that drives drivers nuts.**

will incite a more vociferous and violent backlash from non-cyclists.

Fredrik Gertten, a Swedish documentarian whose film *Bikes vs. Cars* will be released this spring [disclosure: Dan appears in the movie], has spent the past two years talking to bike riders across the globe. “There are more people riding bicycles now, but also, more of them are being injured or killed. I believe motorists will learn how to co-exist – we're moving in the right direction – but there's a long way to go.”

I'm used to hearing non-cyclists complaining about bike riders, but what has driven me into the bike lanes, and to start fighting for more of them, is the way those diatribes have morphed into sentiments that seem inhumane. “You get what you deserve,” one commenter at a community meeting told me. “Ride on the pavement if you don't want to get hurt.”

This ‘you're asking for it’ notion has transformed, across the nation, into near-incitement.

One researcher has speculated that anti-bike expressions are increasing because the growing number of bike riders offends a sort of tribal instinct.

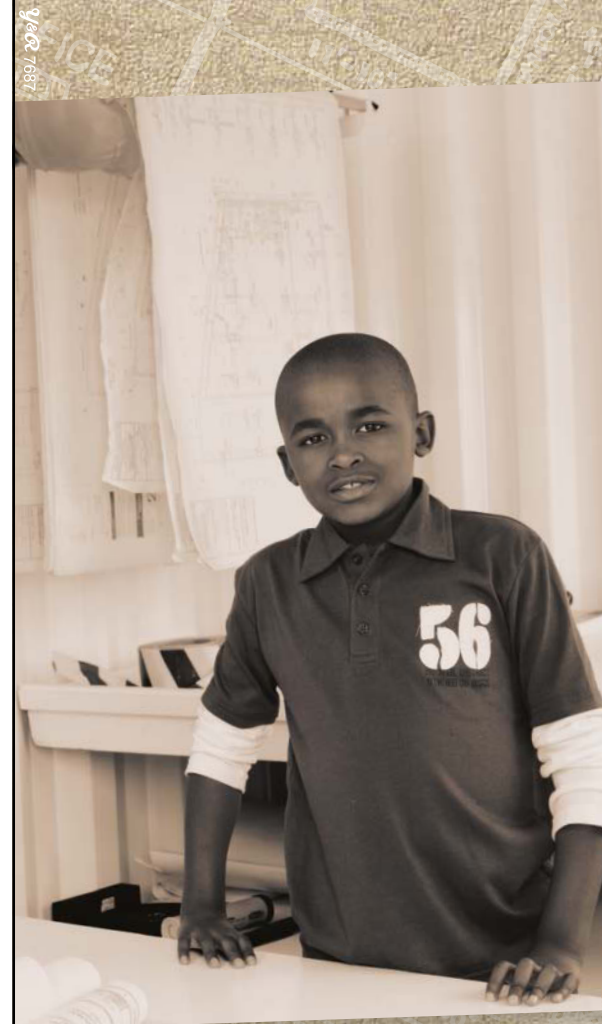
“Deep within the human psyche... is an anger at people who break the rules, who take the benefits without contributing to the cost. And cyclists trigger this anger when they use the roads but don't follow the same rules as cars,” wrote Tom Stafford, a lecturer in psychology at the University of Sheffield in England, in 2013. It isn't that

figures represent a temporary hardship, that the backlash and the accidents will subside as more cities embrace cycling and we become an accepted part of traffic. But in the meantime, I'm driven into the streets, on my bike, in protest, but also into the bike lanes, where I'm safer. The Los Angeles Department of Transportation, in an analysis of statewide accident data, noted that bike lanes reduced collisions by 35 per cent; unfortunately, accurate South African data is difficult to find. But similar reports found that dedicated paths even led to better compliance with stop signs and traffic signals on the part of cyclists.

So I've changed. A few years ago, when Cape Town hadn't quite committed to bike lanes, I debated with a mate on whether the few rands the city had put in could be better spent on increasing safety by helping drivers understand riders. “What if the money was used to enforce existing laws?” he asked.

I liked the idea, even believed in it. But I no longer do. Bike lanes save lives. I want to feel safe, I want my friends and family to be safe, and I want to be out there in a space of our own so that drivers know we exist, that we have rights, that we're not on the road to impinge on their territory. So I ride in bike lanes even when I want to be in traffic to show that we belong there, with more and more cyclists as our numbers increase.

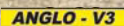
We aren't losing, but we have to be more careful with our lives and more assertive in our actions. **B**



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# Bottle Service

So your mechanic goes way beyond the call of duty when fixing your steed. Cash kickbacks aren't allowed – so what's the best way to tip the guy? We recommend beer. But which? We interviewed a few shop employees and owners, and did some tasting ourselves. Here's a guide to tipping with beer.

BY ROBERT ANNIS



WHAT YOU NEED	YOUR FLAT TYRE FIXED TWO MINUTES BEFORE THE SHOP CLOSES	BASIC REPAIRS, BUT YOUR BIKE IS COVERED IN MUD AND GRIME	A HARD-TO-FIND PART FOR YOUR OUT-OF-DATE HUB	A GUIDED TOUR OF TOP-SECRET MOUNTAIN-BIKE TRAILS	TO BORROW TOOLS SO YOU CAN DO YOUR OWN MINOR REPAIRS	DRIVETRAIN OVERHAUL THE NIGHT BEFORE A RACE OR ROADTRIP
RECOMMENDED TIP	Show your appreciation by returning the next day with a pilsner.	Few things evoke muddy MTB racing better than a good old light ale.	Scouring the Internet takes time. A crisp draught will ease the burden.	You're buying your guide a beer at his favorite post-ride hangout.	Celebrate the DIY spirit with an ice-cold craft lager.	It's a big ask, so bring a case of easy-drinking, crowd-pleasing craft beer.
IDEAL BREW	Citizen diplomat Pilsner, R25 each	Devil's Peak First Light Ale, R25 each	Windhoek Draught, R11.50 each	Darling Brewery Slow Beer, R28 each	CBC Craft Lager, R21 each	Vedett Blonde Weiss, R29.90 each
ALTERNATIVE	A R100 iTunes gift card	A bag of artisan-roasted coffee beans	A basket of freshly-picked fruit	A tin of homemade biscuits	A copy of your favorite cycling book	Dinner-for-two gift card

## PERSONAL TRAINER



James Herrera is the founder of Performance Driven Coaching.

### TAME THE MOUNTAINS

With riding season in full swing now, push your training towards conquering those monster hills ahead with one of my favorite exercises, the push-off lunge. It works the same muscles as climbing, and is easy to do at home. Start with your arms at your sides, a 5 or 7kg dumbbell in each hand, and your feet hip-width apart. Step forward about 60cm with your right leg, then lower your hips until both knees are at 90 degrees. Return to the starting position by pushing off with your front foot and pulling your knee and hips back. Do six to eight reps, then switch sides. That's one set. Perform three sets, resting for four minutes between each. Work your legs this way twice a week, and you'll crush those hills.

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# Power Puff

**This crunchy, chewy treat might just be the best ride food you've never tried.**

BY MOLLY HURFORD

When I'm two hours into a ride and start to feel hungry, I don't want to choke down a sticky, unsatisfying energy gel; I want something that melts in my mouth and motivates me to keep pedalling.

Last winter I bonked while trying to keep up with some fast dudes during a ride. I was tired and hangry, so one of the riders tossed me a coconut macaroon to lift my spirits. The treat gave me a bolt of energy and took the edge off my hunger. I stopped snapping at the guys and resumed pedalling hard, buzzing from the hit of indulgent, cake-like sweetness. I had found my new favourite ride food.

A 60g macaroon can contain 1300kJ or more, enough to help fuel an hour of riding. Most are made of basic whole ingredients and provide a boost of simple carbohydrates, fat, and protein. Plus they pack easily into a jersey pocket and offer something gels and energy bars can't – rich, decadent flavour. Just enjoy in moderation – macaroons are high in sugar and fat, so it's best to save them for long, kilojoule-burning rides. **B**



1300

Kilojoules in a 60g coconut macaroon. Smaller, lighter options contain about half as many.

88

Milligrams of cramp-fighting potassium in a 60g coconut macaroon.

5

Macaroons you can reasonably fit into a jersey pocket (for those really long adventures).

3

Number of ingredients in a basic macaroon: eggs, coconut, and sugar

20

Minutes it takes to prepare a batch from scratch. Need a recipe? Go to [bicycling.co.za/macaroons](http://bicycling.co.za/macaroons).





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# RIDING SETS ME FREE



## AXIS A30 | Mountain Series

Components - Shimano SLX/Deore - 20 speed  
Fork - Rock Shox XC30 Solo Air with remote lockout  
Brakes - Shimano BL-M396 & BR-M395  
Wheelset - KORE XCD 29er



# HUNTER CYCLING

**A clubhouse-turned-bike-shop that, incidentally, is also the hub of Joburg's monthly Jozi Hustle urban race.**

BY BRYONY MCCORMICK  
PHOTOGRAPHY ANDREW KING

Jozi Hustle is an urban cycle race that takes racing enthusiasts on a fixed route through the streets of Johannesburg once a month. It takes place after dark, and is open to anyone, on any kind of bike. No prejudices and no labels – whether you own a fixie, a dual-sus MTB or a R100k road bike, you're invited.

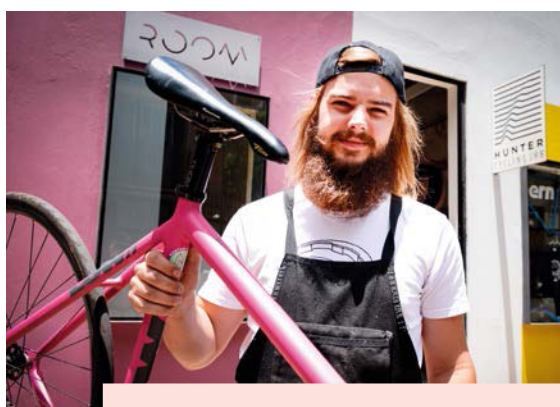
When the backers of the original clubhouse moved on, Greg Gamble and Melvin Neale decided to take on the space. Over time, the clubhouse grew organically into something more, and is now recognised for its custom bike builds (especially city/commuter and fixed-gear bikes) and speciality services. And, of course, for its good vibes. This is what Neale had to say about Hunter Cycling.











**Q WHY THAT NAME?** The name comes from racing bikes – it captures the thrill of the chase!

**Q WHAT GOES ON IN THE SHOP?** We specialise in building or assisting with custom bike builds. We also put on alternative cycling events, like alleycat races, and Jozi Hustle.

**Q WHAT MAKES YOU EXCITED ABOUT BIKES AND RIDING?** Bikes are the most efficient way to get from place to place, they're good for you and your environment, and they allow you to stay connected to the areas you travel through. Also, racing your bike on city streets, or out on the trails, is just FUN!

**Q HAVE YOU ALWAYS WANTED TO OWN A BIKE SHOP?** This store almost literally fell into our laps – we needed a clubhouse space from which we could run Jozi Hustle. People wanted our caps and T-shirts, and parts for their bikes, and bikes like ours... and the next thing we knew, we had a bike shop!

## LOCATION

**70 JUTA STREET, BRAAMFONTEIN**  
26.194616, 28.034171

## INFO

HUNTERCYCLING.COM

**Q HOW LONG'S JOZI HUSTLE BEEN GOING?**  
In June 2015 it'll be three years old.

**Q WHY SHOULD JHBERS DO AT LEAST ONE JOZI HUSTLE?** Nothing compares to a lung-busting sprint over the Nelson Mandela Bridge at 8pm, after having raced almost the entire city for 40 minutes.

**Q WHAT'S IN THE FUTURE FOR HUNTER CYCLING?** The future of Hunter Cycling: more alley cats, more races, always Jozi Hustle. Cool bikes, good people and fun. Look out for The Grind this winter – 200km-plus gravel road race, with the promise of good food, good drink, and pain for the racers... **B**

## THE JOZI HUSTLE

**Live in or visiting Jozi, and want to get your name on the leaderboard?** It's as easy as getting to Hunter Cycling on the first Thursday of every month before the 7pm start time, with your race-ready steed and a positive attitude. There's room for all kinds of cyclists, from racing snakes to cruisers. You get bonus points if you hang around for a beer and prize-giving afterwards. Moustaches and casquettes aren't mandatory, but will certainly fit in.







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# DOWNHILL LESSONS

WITH STEFAN GARLICKI

**Battling with the technical skills of mountain biking? Top SA downhiller Stefan Garlicki shares his secrets to conquering the gnarl.**

PHOTOGRAPHY BY  
BEN BERGH







**Downhillers are intimidating, right? And a little bit crazy, right? But they also know how to handle the technical stuff – because that’s what they do. So we sent deputy editor *Bryony McCormick* out to spend the day with top South African DH rider *Stefan Garlicki*, and learn some of his secrets to going down... fast!**

#### **HOW TO RIDE A SWITCHBACK**

When considering a switchback, focus your energy on the exit speed. It’s not about how fast you can ride into it; it’s about how much speed you can maintain, and come out with on the other side.

In your approach, get out of the saddle, and do all the braking you need to. Go in wide, and look towards your exit point. Rotate your chest and outside shoulder in the direction you want to go. Lean the bike into the corner, but not much more than your body is leaning. Exit on the inside.

**The Hard Part:** Not braking in the corner.

✓ **Klap It By:** Using your inside foot as a pivot or anchor to give you

confidence while you’re getting used to the speed.

✗ **Don’t:** Brake to the point of stopping – not only is it dangerous for anyone behind you, it’s also immensely difficult to get going again.

#### **HOW TO RIDE A BERM**

As with the switchback, concentrate on maintaining speed throughout. Approach the berm as wide as possible, get out of the saddle, and centre yourself over your bike – knees bent, elbows relaxed. If anything, you want to be a bit over the front of your bike, as this will give you more traction on the front wheel.

Pedal up to the berm, but not through it. Keep your feet level on



“If you want to be fearless, don’t think about the consequences. Don’t let the doubt creep into your mind. Just ride.”

## HOW TO GET INTO DOWNHILL

### How to Go Faster

“The faster you want to go, the more you have to practise. If you’re scared, start on a tar road, and ride downhill as fast as you can until you’re comfortable not tapping the brakes. Then move to a jeep track, and then to single track, and so on. Practise your basic skills, so that you have the confidence to get over or around anything you may run into at high speed.”

### How to Avoid Wipe-Outs

“If you’ve committed, don’t brake or hesitate. It’ll cause more trouble than good. Also, always check your bike before you ride. Everything comes loose quite quickly when you ride, so make sure everything is tightened. Do a bolt check.”

### How to Be More Brave

“Don’t think. If you want to be fearless, don’t think about the consequences. Don’t let doubt creep into your mind. Just ride. Build up your skill level, to the point that your instincts will get you out of hectic situations.”

### How to Embrace DH

“DH is cool, because you can have big rivals, but still be mates – you’re not racing against them, you’re racing against the clock. There’s no opportunity to be an arsehole. There are no teams, no drugs. It’s just about the best person on the day.” **B**

the pedals. Lean your bike and body into the corner (the closer to horizontal you can get – safely – the better), and avoid tapping the brakes if possible. Look towards the exit; if you don’t, you’ll ride up and over the berm.

**The Hard Part:** Getting your body horizontal, and looking at the exit.

✓ **Klap It By:** Building up your confidence, and starting to approach the berm with more speed. The faster you go, the more you can lean.

✗ **Don’t:** Brake, stare at the ground in front of you, or stiffen up – you’ll lose momentum.

### HOW TO BUNNY-HOP

First up, change to flat pedals when you practise. That way you’ll learn the proper technique – cleating is cheating. Bunny-hopping is all about mastering the movement.

Get out of the saddle, and imagine yourself and the bike as a spring. Load it by shifting your weight forwards, compressing it into the handlebars. Then, as the force releases, simultaneously rock your weight backwards, straighten your legs and arms, and pull up your handlebars. This’ll spring you upwards and backwards, and lift your

front wheel off the ground. As soon as this happens, rock your weight forwards again – this’ll lift the back wheel.

**The Hard Part:** Getting the motion right, and getting the back wheel airborne.

✓ **Klap It By:** Starting with the double-wheel bunny-hop – learn to lift both wheels off the ground at the same time.

✗ **Don’t:** Cheat by using cleats to pull the back wheel off the ground.

### HOW TO RIDE OFF A [SMALL] DROP-OFF

The slower you ride over a drop-off, the worse it’s going to be. So when approaching, maintain speed, and stay relaxed and out of the saddle. Do not tap on the brakes, or hesitate.

Keep your weight centred, and pull on your front wheel just before you drop off. Essentially, you want to be bunny-hopping off the drop-off, not rolling over it. The bigger the drop-off, the more you’ll need to shift your weight backwards over the back of your saddle as you ride off it. You’re doing it right if both wheels hit the ground together.

**The Hard Part:** Hitting it with enough speed.

✓ **Klap It By:** Pretending you have to get your front wheel over an imaginary obstacle

before you drop off; so essentially, practise doing the first action of a bunny-hop prior to dropping off.

✗ **Don’t:** Hesitate or stop. If you do, you’ll flip over the handlebars.

### HOW TO STEP UP

Don’t try to bulldoze your way uphill, regardless of what suspension you have. Pedal in the approach, as you won’t be able to pedal through it without klapping your pedals on something; keep your weight central, and help guide your bike up and over the step-up by pulling on your handlebars.

The key to riding through a step-up is to move your weight forwards once your front wheel is over it. Often, cyclists get half-way up, and then lose all momentum and have to get off. So shift your weight forwards, to lighten your back wheel when you ride up and over.

**The Hard Part:** Remembering you have to get your back wheel up and over too.

✓ **Klap It By:** Practising getting up pavements, and roots or rocks on a mellow single track.

✗ **Don’t:** Lean too far back when trying to guide your front wheel over – it’s impossible to get through a step-up in the wheelie position.



[ CRAIG KOLESKY'S ]

# CANNONDALE SCALPEL 29ER CARBON 1

WORDS: OLI MUNNIK | PHOTO: CRAIG KOLESKY



At the time of going to print, adventure sports photographer Craig Kolesky was in the final phase of preparation ahead of his third ABSA Cape Epic. We caught up with the teddy-bear-natured photographer to have a look at the carbon Cannondale Scalpel that will carry him through the world's toughest marathon stage race.

FOLLOW CRAIG AT @CRAIGKOLESKY

## GROUPSET

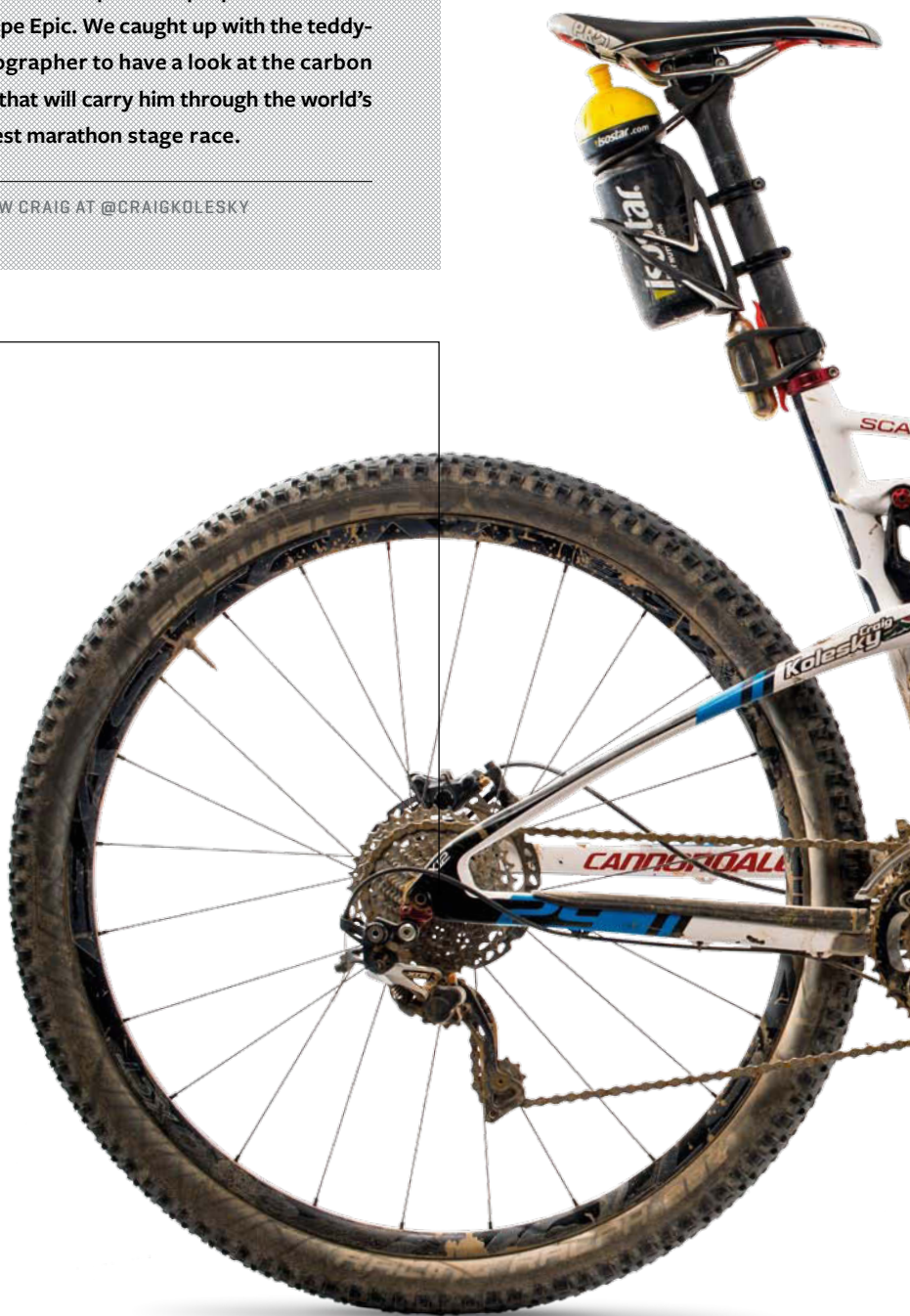
At the Cape Epic you never quite know what's going to happen. One day you're the nail; the very next, the hammer. For this reason, Kolesky has opted for a reliable 2x10 Shimano XT drivetrain, with XTR rear mech, offering him a wide selection of gears – and most importantly, a 'bail-out' option for when the going gets really tough. On a 1x10 or 1x11 set-up, riders are unable to take advantage of a small blade when their legs implode.

An XT brakeset, with 180mm and 160mm rotors front and rear respectively, will keep Kolesky in control.

## PARTS

This bike is kitted out for stage racing. Ample hydration is stored in a pair of Specialized ZEE Cage II's, with left-hand-side loading and a SWAT multi-tool. A CO2 cartridge and tyre levers are also neatly stored on his seatpost, thanks to the Specialized SWAT system. Talking of puncture-related tools, Craig has another innovative product on his bike: the recently released SahmuraiSword tubeless plug system, which screws cleverly into the ends of your handlebar [read more about it on p28].

Keeping track of critical ride data is a Garmin Edge 810, which Kolesky says helps him manage his effort, so that he doesn't hit the wall (so to speak). A 740mm carbon Crank Brothers handlebar is complemented by a carbon Easton seatpost and Pro Turnix saddle. A pair of bullet-proof Shimano XT pedals completes the build.





## FRAME AND FORK

Kolesky rides a 2014 Scalpel 29ER Carbon 1, which is Cannondale's flagship XC/Marathon platform. The frame is constructed using BallisTec Hi-Mod carbon, and features 29er Race Geometry for efficient pedalling and precise handling. The iconic Lefty, which utilises hybrid needle-bearing technology, offers 100mm of travel and is locked-out via a handlebar-mounted hydraulic actuator.

At the rear, 100mm of travel complements the front end via a Fox Float CTD rear shock offering three suspension settings (climb, trail and descend), which Kolesky can select via a shock-mounted lever.

## WHEELS AND TYRES

Kolesky has opted to run a set of tubeless-ready Easton EA70 XCT 29 wheels. In his training, he's found them to be reliable and smooth – reassuring, ahead of the demanding Cape Epic.

Fitted to the Easton rims is the super-popular – and Epic-proven – Schwalbe combination of a Rocket Ron up front and a Racing Ralph on the rear. Both are 29"x 2.25", have ample sidewall protection, and are constructed from Schwalbe's triple-star compound for consistent grip.

The game-changer on Kolesky's bike is without doubt the Schwalbe Procore system – he will be the first person in South Africa to test the effectiveness of this innovative tyre/tube product on local terrain.

Procore – short for progressive core – is a dual-chamber system that features an inflatable internal chamber sitting flush against the rim, inside a standard tyre. The idea behind it is that the core allows riders to run substantially lower tyre pressures without risk of pinching or snake-biting the tyre, as the core prevents the tyre's sidewall hitting the edge of the rim. The inner chamber also reduces burping, as it holds the tyre securely on the rim.

The internal core is pumped to between 55 and 85psi, while the outer pressure of the tyre can be as low as 14psi. The benefits are twofold: the core progressively dampens any forces arising from hitting obstacles such as rocks and roots, while the reduced outer-tyre pressure vastly improves cushioning, traction and cornering.

[Ed's note: we're eagerly awaiting a set to test for ourselves.] **B**





**PHAT** OF A VERY HIGH STANDARD OR QUALITY (SLANG), EG 'THAT'S A PHAT BIKE'. – MSN ONLINE DICTIONARY

# Bottled Rage

ROAD RAGE, PUNCHES, AND A CYCLING TERRORIST GROUP... TAKING THE CYCLIST/MOTORIST WAR TO NEW HEIGHTS.



**R**

OAD RAGE. IT BUILDS INSIDE US UNTIL WE CAN TAKE NO MORE, POPPING LIKE WIND FROM A FAT BABY, A CORK FROM

A BOTTLE, A MISSILE FROM A SILO. In January, a British cyclist had had just about enough of a driver in Bristol. He saw red... but in that controlled way of the British.

He rode up to a male driver in Worle High Street, gave him a few choice words about his driving, and then – according to a report – cycled slowly in front of the car “before getting off his bike near the Woodspring pub. The cyclist then went back to the car, broke the key off in the ignition, and cycled away.” The police would like a word with him.

A good few years ago, Robbie Hunter was out training on the West Rand with a few friends when an old man in a car came close to hitting them. They rode up to him at the next stop street, had a few words, took the car keys out of the ignition and told the not-so-gentleman he could pick them up at the nearest police station. The old man called his sons, who arrived in a few cars and tailed Hunter and his friends, before pulling in front of them, forcing them onto the pavement. One of them charged Hunter, intent on hurting him. But Hunter is a tough bastard. He’s from the West Rand. He punched his assailant, breaking his jaw. Argument over. Well, apart from the chat with the police.

Hunter broke his wrist with that punch, couldn’t train properly, and during the Tour de France that year, was forced to pull out

after struggling with form. But he didn’t suffer from road rage; he went into road survival mode. Sometimes you have to stand tall when your life is threatened.

In February, Steve McNamara, the general secretary of the Licensed Taxi Drivers Association in Britain, showed the ridiculous lengths to which some drivers will go when expressing their hatred of bikes. He compared “London cyclists to the Islamic terror group ISIS, in a radio rant”, reported *Cycling Weekly*, telling London’s LBC radio how the “zealots of the cycling world” have been attacking the LTDA online following their objections to the capital’s cycle superhighway plans. “These people, the zealots of the cycling world, are unbelievable. We have had cyber

people are unreal.”

It’s hardly unreal to want to ride on roads without feeling as though you are a few centimetres from death. It’s hardly unreal to believe in doing some good for our cities, in making travelling that little bit safer for all. I’ve been on an urban-cycling bent in this column for some time now. I was given a soapbox for Christmas. (Well, I got a stove; but the box it came in was big, and people could see me shouting from it.)


I dream of a day when we have a route map like those used in Manhattan, where there are maps of bike lanes – but also the MindReader Map, developed by Arlene Ducao, who has cyclists wearing a helmet that measures brainwaves as they ride around

**“But Hunter is a tough bastard. He’s from the West Rand. He punched his assailant, breaking his jaw. Argument over...”**

attacks on our websites. They are all over us like a cheap suit on Twitter and social media. We’ve had physical threats of violence. You name it, we’ve had it. It’s absolutely unreal. The loonies out there in the cycling world, they’re almost the sort of ISIS of London. Their views and their politics; if you are not with them – and we are, with the majority of it – then nothing is too bad for you. These

town. “Plotted onto a map of Manhattan, the result is an easy-to-read guide to where cycling is relaxing (green) and where it’s stressful (red). It seems like a great tool for making cities more bike-friendly; for determining where street signs and other measures are helping cyclists, and where city planners might do more,” wrote *Wired* magazine. “But let’s not go too far just yet.” **B**





# WHATEVER HE GROWS UP TO BE... HE *WILL* GROW UP THANKS TO YOU

Sometimes we can make the most amazing things happen – even when we're not around.

And that's what a legacy gift to the Children's Hospital Trust in your Will can do. It will provide critical care for little patients in the wards at the Red Cross War Memorial Children's Hospital. It can buy new medical equipment, upgrade hospital facilities, provide professional medical training and it will help to save the lives of children just like Keano Rhodes, so that they become living examples of your legacy.



**Join our Circle of Life. Leave a legacy for the children  
at the Red Cross War Memorial Children's Hospital by  
making the Children's Hospital Trust a beneficiary in your Will.**

**Call +27 21 686 7860 or visit [www.childrenshospitaltrust.org.za](http://www.childrenshospitaltrust.org.za)**

Fundraising for the Red Cross War Memorial Children's Hospital and Child Healthcare.  
The Children's Hospital Trust is an independent charity (PBO No. 930 004 493) and works in partnership with  
the Western Cape Government: Health, who finances the running costs of the Hospital.





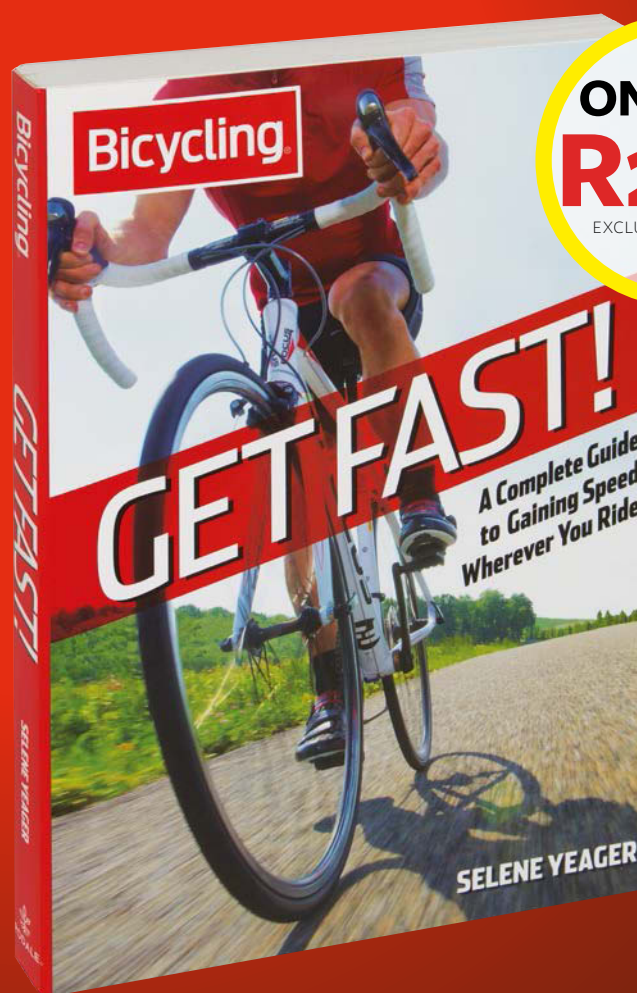
# YOU WANT TO GAIN SPEED WHEREVER YOU RIDE? HERE'S HOW!

## ➤ GET FAST

**Every cyclist wants to get faster, from front-of-the-pack racers to chatty charity-ride participants.**

Producing more speed is what makes riding a bike worthwhile – whether you want to improve your seeding position at the next Cycle Tour, or add a bit more zest to your weekend ride. Going fast makes everything more fun – and here's the book that's going to help you do it.

***A Complete Guide to  
Gaining Speed  
Wherever You Ride***



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Don't just hang with your fast friends – make them beg for mercy. These 26 proven strategies will turbocharge your training and make you stronger, faster, and fitter than ever.

# GO BIG!

BY DANIELLE KOSECKI







## PEDAL WITH MORE POWER

Researchers have found that just one month of plyometric training (jumping exercises) twice a week can increase your power endurance by 17 per cent. This means you'll be stomping out longer sprints and charging up hills in your big ring. Try squat jumps twice a week: stand with feet shoulder-width apart, arms at sides. Sit into a squat, lowering until your thighs are parallel to the floor. Jump explosively and reach for the ceiling. Land gently and lower into another squat. Do two sets of 10.



2-4

## CLIMB SMARTER

**2 //** Choose a gear you can spin, not mash, since anything in the steep zone puts you at risk of exploding.

**3 //** Visualise pedalling across the stroke rather than simply up and down. Strive to apply power horizontally through the bottom and top of the stroke.

**4 //** When out of the saddle, if you feel your body bobbing too much, shift one gear harder. If you feel you're swinging your bike from side to side excessively, shift one gear easier.



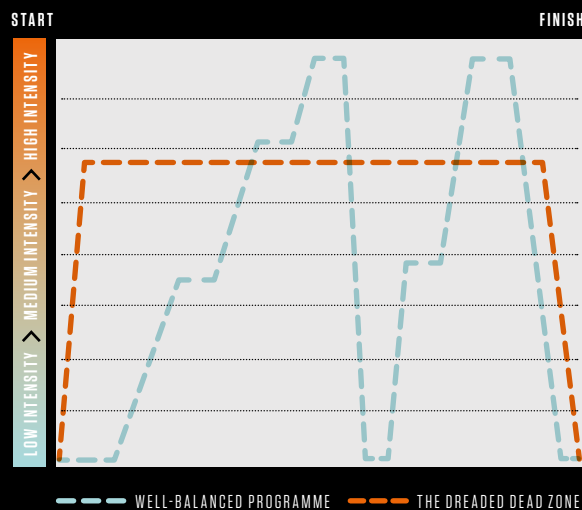
## SPRINT IN WINTER

TRY NOT TO JAM SO MUCH SADDLE TIME INTO THE COLD MONTHS THAT YOU'RE TORCHED BY NOVEMBER. INSTEAD, ADD POWER SPRINTS – 5- TO 10-SECOND ALL-OUT EFFORTS – TO YOUR RIDING, SAYS NEAL HENDERSON, A US-BASED CYCLING COACH. “YOU’LL ADD QUALITY TO COMPENSATE FOR WHAT YOU AREN’T DOING IN QUANTITY, BUT WITHOUT OVERDOING IT.”

**6 STAY SHARP //** DON'T CRAM IN THE KAYS THE WEEK BEFORE AN EVENT OR RACE. KEEP YOUR RIDES SHORT, SO YOUR BODY CAN BE RESTED AND READY.

## 7 AVOID THE DEAD ZONE

This condition, common among cyclists, is brought on by repeated training at a single, moderately hard intensity (the orange line in the example at right). It afflicts enthusiasts who push the pedals hard but don't follow a training programme, as well as amateur racers who have the great Eddy Merckx's famous maxim, “ride lots”, indelibly burned into their brains. Those suffering from the malady may not be aware of it. That's because, at a minimum, it maintains fitness, says Henderson. “You're working pretty hard, but you're not doing a lot to change your physiology.” In order for your body to adapt and improve, you need to follow a programme that hits the extremes, he says – especially the high end.



ILLUSTRATIONS: DALE MURRAY; ICONS: COLIN MCSHERRY



## DITCH YOUR DEVICES

Unplug once in a while. Studies show that perceived exertion matches heart rate pretty much spot-on. For one week, ride without relying on your heart-rate monitor, and note mentally how you feel. Later, compare your observations with actual data to get in tune with what's happening at every level of exertion.







**9** **EAT ON THE CLOCK** On long rides, it's easy to lose track of how much time has passed since you last ate or drank. One easy solution: set reminders on your watch, phone, or bike computer for regular intervals. For example, every 10 to 15 minutes drink 120 to 180 millilitres of water or sports drink; and every 15 to 20 minutes (after 45 minutes of riding), eat 7 to 10 grams of carbohydrates.

## 15 : LAST-MINUTE DISTANCE TRAINING PLAN

Your plan was to be triple-digit fit by April. Now that 100-odd-kay race you registered for light-years ago is just a month away, and you've barely cracked 40. Do this training crash course (only if your fitness base already includes a few rides a week), and you'll be ready to roll.

**SHOOT FOR 65** → Coaches advise that you should do a 75-kilometre ride before you tackle 100km. But you can squeak by with a long ride of 65 kays.

**YOUR SCHEDULE:**

**WEEK 1** 45 kilometres **WEEK 2** 51 kilometres  
**WEEK 3** 57 kilometres **WEEK 4** 65 kilometres

**ONE STEADY, ONE SPEED, ONE SPIN** → Ride three or four days a week

between now and the event: Ride long one day and at a fast pace another, with at least one easy-spin day in between. On your fast ride, try this: warm up for 20 minutes, ride fast for 20, cool down for 20. Inch up the mileage on your easy rides by a kilometre or two as you progress towards the event. (Next time, pick one of our full training plans at [www.bicycling.co.za/century](http://www.bicycling.co.za/century).)

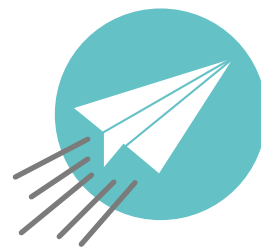
**16** **TIME YOUR BUZZ** // IT TAKES 60 MINUTES FOR CAFFEINE TO AFFECT THE BODY. SIP ACCORDINGLY.



**17 GO TO BED ALREADY!** When you sleep, your body produces hormones that are critical to recovery. Research has shown that getting just two fewer hours of sleep than normal can slow your reaction time, an extra level of risk you don't want when you're navigating in traffic or a tight pack. It's also a factor in performance, says Stanford University sleep researcher Cheri Mahf. In 2011, Mahf and her colleagues found that when athletes who were sleeping 6 to 8 hours a night aimed for closer to 10 hours, their reaction time and performance improved.



**A CASE FOR THE COOLDOWN**  
A STUDY IN THE JOURNAL OF STRENGTH AND CONDITIONING RESEARCH FOUND THAT WHEN CYCLISTS DID A 15-MINUTE COOLDOWN SPIN AT 30 PER CENT OF THEIR MAXIMUM VO2 AFTER A HARD EFFORT, THEY WERE ABLE TO PERFORM ALMOST AS WELL 24 HOURS LATER ON AN IDENTICAL STRENUOUS WORKOUT.



**11-14**

## GAIN FREE SPEED

**11** // Shove your bum back on the saddle and ride with your hands in the drops. (Even if you have a flat bar, shifting back and bending your elbows will still lower your profile, making you more aerodynamic.)

**12** // On descents, tuck your elbows and knees in towards your bike and lower your head as much as possible while still maintaining control.

**13** // If you need just one bottle, put it in the cage on your seat tube, which is slightly more aero, instead of on your down tube.

**14** // When you're riding in ordinary shoes, tuck your laces inside instead of letting them flap – every millisecond counts, right?



# 18

## GET A KILLER JUMP

Practise standing starts: using a big gear such as 53x19, roll to a slow speed, then accelerate at 100 per cent effort as fast as possible for 20 to 30 pedal strokes. Begin with three or four sprints and build to six or seven. The first three pedal strokes are the most important; this is when the 'sprint' message is transferred from your brain to the muscle fibres. Take the first stroke with your dominant leg, starting with the pedal at the two o'clock position.







# 21-24 | MAINTAIN A HEALTHY CYCLING WEIGHT

## 19

### ROLL WITH IT

The world would be a better place if we all had the luxury of a daily post-ride massage. With a foam roller you can pretty much do the job yourself – minus the harp music. “As you roll a muscle back and forth on the dense foam cylinder, adhesions and scar tissue break down,” says Dr Scott Levin, sports medicine specialist at a US orthopaedic surgery and sports-medicine group. “It also warms and stretches muscles, increases circulation, and prevents soreness.” Find six foam-roller moves at [www.bicycling.co.za/roll-out-kinks](http://www.bicycling.co.za/roll-out-kinks).



### KNOW YOUR RHR

That's your resting heart rate – taken in the morning before you get out of bed – and it's one of the best ways to monitor overtraining. If your beats per minute are 10 per cent higher than normal, that could be a warning that you may need to back off and take an easy day.



### 21 // EAT BREAKFAST

It keeps your energy steady, so you're less likely to overeat later in the day.

### 22 // WEIGH IN

The vast majority of people who stay slim step onto a scale at least once a week – those concrete numbers staring up at you are simply too hard to ignore.

### 23 // BE CONSISTENT

Most people who keep the kilos off do so by staying the course. They eat well most of the time without swinging between deprivation and binges.

### 24 // REWARD YOURSELF

Giving yourself strategic incentives for positive behaviour can prevent backsliding. Choose healthy incentives, such as a new jersey or gloves, rather than unhealthy options; like, say, cake.

For tons more essential advice on gear, maintenance, training and racing – basically, how to take your riding to the next level – get *The Big Book of Bicycling* by Emily Furia and the editors of *Bicycling*, R140, [www.bicycling.co.za/bigbook](http://www.bicycling.co.za/bigbook)

## 25

SET A GOAL FOR EVERY RIDE // EVEN IF THE GOAL IS RECOVERY.



## 26. JOIN TEAM YOGA

Study volunteers reported 79 per cent less lower-back pain three months after taking a weekly yoga class for 16 weeks, according to the journal *Pain*. (For a test-drive, try our key yoga moves at [www.bicycling.co.za/yogamoves](http://www.bicycling.co.za/yogamoves))



# NEW GEAR, NEW LOOK – BRAND NEW *BICYCLING* KIT!



**Bicycling Shirt** *Bicycling* has teamed up with Enjoy Fitness to create the new-look 'B' jersey. This high-performance cycling top is made from a polyclock DNS fabric that performs well in both warm and cool weather, and has strong moisture-management properties; and it's finished in a race-cut with full YKK easy-glide zips and silicone grippers. And it's Ferrari red... just saying.

**Bicycling Cap** The *Bicycling* casquette was conceptualised exclusively for *Bicycling* by designer James Selman of Weights & Pulleys in Portland, Oregon. Manufactured by Walz, the cap is constructed with a four-panel design, lightweight moisture-wicking polyester, and a soft and flexible bill.



PURCHASE NOW AT [FITSHOP.CO.ZA](http://FITSHOP.CO.ZA) – JUST CLICK ON *BICYCLING* SA





# NO-DIET WEIGHT LOSS







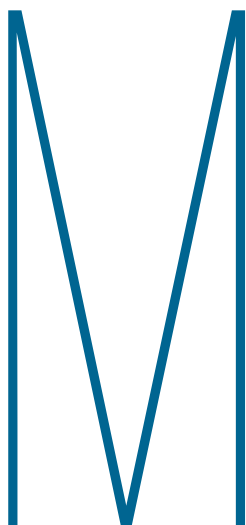
THOMAS MACDONALD

# THE NO-DIET WEIGHT-LOSS PLAN

WORDS  
BY BRYONY  
MCCORMICK

THE ROAD TO WEIGHT LOSS DOESN'T HAVE TO BE AS RESTRICTIVE, TIME-CONSUMING AND CHALLENGING AS YOU THINK. BY SETTING REALISTIC WEIGHT-LOSS GOALS, MAKING THE CORRECT FOOD CHOICES AND INTRODUCING SUSTAINABLE LIFESTYLE CHANGES, YOU CAN DROP THE KILOS AND MAINTAIN POWER - WITHOUT DIETING.





My lifestyle is time-consuming. Not many days go by during which I find myself at a loose end, without something pressing to be done – be it work, training, socialising or admin. Though I’m without kids and a family, I’m still short on hours every day, and find – like so many others – that the first thing to be sacrificed for bonus extra time is cooking and good diet.

This lack of time – and my lack of interest in spending any more time than is absolutely necessary in the kitchen – has resulted in an inability to follow a set diet or restrict my eating choices, and thereby lose weight. But my need to lose weight has never gone away; and my increasing obsession with dropping a few kilos (and my failure to do so) has had me questioning my eating habits.

Recently my lack of results on the bike, even after a ramp-up in training, gave me a new incentive to question my lifestyle and eating habits. Begrudgingly, I sought the professional assistance of a dietician.

The outcome was life-changing.

## My Story

### MY WEIGHT

At high school I was active: I’m talking cross-country in the morning, water polo or hockey in the afternoon, and ballet in the evening. On top of that, I had a personal chef – my mom – who ensured I ate balanced, home-cooked meals for breakfast, lunch and dinner. I left high school weighing 54kg.

After my first year at varsity, living on res food, increasing my beer intake dramatically and cutting back significantly on sports, I weighed 64kg.

By the end of my second year at varsity, and after three months working at a ski resort in the States where I lived off takeaways, cut back even more on exercise, and continued with my excessive social life, I came home weighing 74kg. At my height, that kind of weight is unhealthy; and so I joined Weight Watchers, and dropped 10kg to get back to 64.

And that, for the past 12 years or so, is where my weight has stabilised. Sometimes I drop a few kilos if I’m training for or doing a long event; followed usually by gaining a few, when I recover and live on pizza and Super M’s.

I still cling to the hope that one day I’ll weigh that golden high-school 54kg again – but I also have zero interest in signing up for a diet.

### MY LIFESTYLE

In the 14 years since I left home I’ve become vegetarian, lived abroad, backpacked, lived in house shares, lived alone, and most recently, lived with my partner. A large part of my time I’ve had to focus only on looking after myself, which tends to allow for a somewhat flexible eating plan and schedule. So I’ve adopted a makeshift eating style that involves basic, unbalanced meals, eating out, and snacking.

But I’m not the only one.

“Western society is obesogenic,” says Karlien Duvenage, a registered dietician with Shelly Meltzer & Associates. What that means is that the world around us tends to promote an unhealthy lifestyle, weight gain and obesity.

But in the past 14 years I’ve also got back into exercise, and a large part of my day – every day – involves riding my bike,

gym work, yoga, trail running or rock climbing. Being active takes up most of my time and energy.

### THE CATALYST

Over the last few months, as I increased my training intensity and distances, I started to notice a few things. My legs never seemed to recover after sessions; it was as though I was always riding on fatigued muscles. At first I thought it was just the higher-intensity training, but the fatigue persisted. I also struggled to get up in the mornings, forming a new relationship with my snooze button and missing more early sessions. Nothing had changed significantly in my life, bar the step up in training; so what was going on?

After analysing my lifestyle, I was forced to look at my diet. Previously, I’d refused to consider that it could be anything short of healthy. I don’t eat takeaways, and I’m vegetarian; so even to admit the possibility was difficult.

So I contacted Duvenage, and told her I wanted to keep a food diary for four weeks; she could analyse my eating habits, and see





ISTOCKPHOTO

for herself that I was actually healthy.

She agreed, and also suggested blood tests to rule out any deficiencies that may come from a vegetarian diet. Four weeks later, I posted her an A5 notebook – with 28 days of my diet history in it – and got my bloodwork done.

The experience and feedback from it were surprising – and called for some changes.

#### THE OUTCOME

“There are days in which you have literally eaten only carbs,” said Duvenage. My mind rewound back over the last four weeks, trying to pinpoint a day on which all I’d done was gnaw on bread and baked goods.

Lack of knowledge about foods, food groups and food types is not uncommon, according to Duvenage. For instance, eating butternut and couscous is not, as I ▶

## Don’t Over-Eat on the Ride

Do you pack an energy bar and a bottle with juice when you head out for your evening training session? Do you do it simply because you think that’s what you’re supposed to be doing? If you do, you could be over-eating on a ride, and working against yourself losing weight. Here’s an idea of how much and what you should be snacking on during your ride. Follow these guidelines\* during training to drop kilos, feel energised, and fuel your ride correctly.

\*These may need to be tailored to your performance and body composition goals.

DURATION	NUTRITION SUPPORT	INTAKE/ HOUR
Less than 45min	Drink water according to thirst	Water
45-75min	Small amount of sports drink or mouth-rinsing with sports drink	Gulp of sports drink
1-2 hours	Up to 30g carbohydrates per hour	Large banana and water
2-3 hours	Up to 60g carbohydrates per hour	300-400ml sports drink <b>PLUS</b> 6 medium dates
More than 3 hours	Up to 90g carbohydrates per hour (make use of multiple transportable carbohydrate) <b>OR</b> add additional protein at lower amounts of carbohydrate. For longer events you may need to vary sweet and salty options, to help maintain appetite.	300-400ml sports drink (containing glucose and fructose) <b>PLUS</b> energy bar or peanut butter sandwich <b>PLUS</b> carbohydrate gel or lean biltong or handful of nuts



thought, just eating a veggie and a carb. It's doubling up on carbs. A carb-rich tortilla with beans, which are high in protein and carbs, is also carb overkill for my metabolism. These are just two of many instances Duvenage showed me where my self-taught food groupings were failing dismally.

My four-week diary did absolutely nothing to prove that my eating choices were healthy: in fact, I over-ate on the carb front, didn't come close to getting enough protein for the training I was doing, and completely overindulged when it came to added sugars.

I was disappointed in myself.

My blood results weren't any better. I was Vitamin D-deficient for an athlete, and my Vitamin B12 and folate were low as well. I was completely ignorant of the state of my body, because I didn't know

about food and diet. It's no wonder I was tired, my muscles were fatigued, and I was struggling to lose weight.

The only positive thing was that given such a shocking situation, lifestyle changes would make a big difference to me – very quickly. Here's the professional advice I received, and the changes I made. The results have been less fatigue, more energy during the day – and yes, a small amount of weight loss so far: proof that sustainable lifestyle changes *do* work. **B**

## How to Re-Evaluate your Weight-Loss Goals

"Often, people set goals, and then tend to find them difficult to achieve," says Andrea Kellerman, an educational and sport psychologist, neuro-feedback practitioner, hypnotherapist, mental peak performance coach and emotional intelligence specialist. For a few years now, I've questioned whether my goals are in fact realistic – is setting out to get back to my high-school weight even remotely achievable?

According to Kellerman, it is. "It obviously depends on your age, fitness level, and how light or heavy you were when you left school; but it is achievable."

So how do I achieve it? "Follow the SMART guidelines," says Kellerman, "to set and achieve realistic goals."

**S**

### SPECIFIC

Create a specific plan for achieving your goal. "I want to perform better" is too vague. Create a *detailed* plan of exactly how you'll achieve this. The goal must be clear and unambiguous. A specific goal will usually answer the five 'W' questions: 1. What – what do I want to accomplish? 2. Why – specific reasons or purpose for or benefits of accomplishing the goal. 3. Who – who is involved? 4. Where – identify a location. 5. Which – identify requirements and constraints.

**M**

### MEANINGFUL

The goal must be meaningful to you, and you must really want it. It doesn't help to train for something simply because your coaches tell you that you have the talent to win the competition, or to race when you don't really enjoy the sport.

**A**

### ATTAINABLE

You must be able to reach your goal. Start with small steps, and consider all the negatives and positives. Ask yourself what obstacles could be in your way, and try to find a way around them. When training, think of your next training session, and try to better yourself in the now, instead of thinking of the entire path you still have to tread to get to your goal. Looking only at the end result can be overwhelming, and might make you feel like giving up.

**R**

### REALISTIC

Your goals must be achievable. Many people set unrealistic goals – "I'm going to lose 20kg in the next three weeks." Unrealistic goals cannot be achieved; they serve only to discourage you, by making you feel you have no will power, and that you have failed. And be realistic with your training programme; for example, training too much can make you feel exhausted, and weaken your immune system.

**T**

### TIME LIMIT

You must set time limits for your goals. If you don't know by when they must be achieved, you may be tempted to forget about them, and not feel the necessity to work on them every day.

**WANT TO LOSE  
WEIGHT WITHOUT  
LOSING POWER?**  
Follow Coach Mark  
Carroll's scientific  
eating plan – find it  
at [bicycling.co.za/  
eatingplan](http://bicycling.co.za/eatingplan)

**CONCLUSION //** NOW THAT YOU KNOW HOW TO SET SMART GOALS, IT'S IMPORTANT TO WRITE THEM DOWN. GOALS THAT ARE WRITTEN DOWN HAVE MORE MEANING.



## A PROFESSIONAL PERSPECTIVE

“You can’t lose weight just by exercising, without changing your eating habits and diet. An energy deficit is more easily achieved through diet.”

Duvenage basically says what nobody wants to hear: to lose weight, you’ll have to change your diet... more cycling alone won’t do it!

“It’s all about sustainable lifestyle changes, and *not* dieting. It’s the best way to lose weight,” says Duvenage. “It might not be as fast; but in the long term, it’ll add up.”

Making lifestyle changes is also less daunting than downloading an eight-week eating plan; and it’s more time-friendly, and absolutely achievable. So try these lifestyle changes, compiled by Duvenage and cycling coach Mark Carroll, and see the weight drop off.

### **KEEP A FOOD DIARY**

Keeping a food diary sounds like a schlep; but from personal experience I cannot give this simple exercise enough credit. “A food diary is an excellent self-monitoring tool, and if done accurately, provides valuable information for yourself or a dietician.” – KD

### **GET BLOOD TESTS DONE**

“Only get bloods done if a) you feel fatigued and b) you’re are on a special diet or have a food allergy and therefore routinely cut out specific food groups (say, if you’re lactose- or gluten-intolerant, or are vegetarian). Go to a dietician or doctor and ask what to get tested for. If you have a confirmed deficiency, you may need to take additional supplements and make changes to your diet.” – KD

### **KNOWLEDGE IS KEY**

“Finding out the difference between *nutrient-rich* carbs and *nutrient-poor* carbs is a valuable lesson, and only one of many you should take note of. Knowledge is key to making healthy choices and losing weight. So take control, and be responsible about knowing what you’re using to fuel your body. Knowing the correct quantity and quality of the nutrients you are consuming plays an important part in making significant and valuable dietary changes.” – KD

### **PERIODISE YOUR WEIGHT LOSS**

“Periodise your weight-loss goals and training schedule. It’s best to plan weight loss (reduction in body fat) when training intensity is lower, and not before an important event. In short, reserve weight loss for your off-season.” – KD

### **EAT BALANCED MEALS REGULARLY**

“Eat every three to four hours, and start your day by powering up with a nutritious breakfast within two hours of waking up. Ensure that meals offer a combination of lean protein (meat, fish, chicken, eggs, legumes, dairy) and high-fibre starches and grains, prepared with healthy fats and accompanied by a variety of colourful vegetables and fruit.” – KD



### **EAT WITH RIDING IN MIND**

“The energy demands for cycling are unlike those for almost any other sport. The frequent surges, accelerations and often-unavoidable high power demands to get up steep hills require that your body has glycogen stores and stable blood sugar to metabolise energy rapidly. Without the stores, high-intensity demands are compromised; and the effect is blunted speed. With this in mind, it’s prudent to eat for the demands of the sport.” – MC

### **DON’T OVERDO THE JUICING**

Juicing is trending right now, but Duvenage recommends controlling it. “Don’t drink your kilojoules. Instead of drinking the juice of fruit or vegetables, eat them! You’ll control your intake more, especially that of sugary fruits.” – KD

### **DON’T FOLLOW THE TRENDS**

“At the moment, the Tim Noakes-inspired high-fat, low-carb diet is trending, but you shouldn’t do something just because everyone else is. Do your homework before signing up for a new diet. Did you know the Japanese population have high longevity and limited lifestyle diseases, despite a high-carbohydrate diet? This alone should make you question the ‘carbohydrate is bad’ argument. Don’t make diet decisions based on the media and what your neighbour is doing. Do your research, and understand the ins and outs of a diet before committing.” – MC

### **EAT A MEAL INSTEAD OF A RECOVERY SHAKE**

“Instead of downing a protein shake post-ride, use a balanced meal for recovery (eat within 30 to 40 minutes after training). In fact, most recreational cyclists don’t need additional protein supplements, and you should only consider them if your appetite is low post-training, and your recovery time is limited to less than 12 hours.” – KD

### **MANAGE YOUR PORTIONS**

“Manage portion control by avoiding multi-tasking such as watching TV and eating. Eat more slowly, and always sit down to eat. Always try to eat from a bowl or plate, not a container.” – KD

**NOT SURE HOW TO MEASURE PORTIONS?** Take a look at Duvenage’s portion-size guidelines here: [bicycling.co.za/portionguidelines](http://bicycling.co.za/portionguidelines)



# AN EPIC ADV

Put together pro rider Waylon Woolcock and a guy who likes to take on epic adventures, and you get a life-changing, 600-kilometre, self-supported mountain-biking experience.

WORDS AND PHOTOGRAPHY BY HENDRIK STEYTLER







**OVER THE HILL** Pro rider Waylon Woolcock makes his way along a rare piece of West Coast single track during a five-day self-supported mountain-biking adventure. Big distances and brutal temperatures made it a ride to remember.

# ENTURE



When pro rider Waylon Woolcock (Cannondale-Blend) visited me last year before Crater Cruise, we got onto the topic of doing an unsupported MTB trip. He sounded keen, but I don't think he thought I was serious. That evening I couldn't sleep, and worked through the night on Google Earth, deciding on a route. One week later I started phoning for accommodation, and the date was set! The months flew by, and before I knew it I was in Stellenbosch, ready to ride – although a little overweight and unfit, compared to the sinewy Waylon.



**DAY 1/ STELLENBOSCH TO PAMPOENFONTEIN // 156KM // NEVER LISTEN TO A PRO**

**W**e woke up to a nice, soft drizzle in Stellenbosch... 'nice', if this trip wasn't pushing the boundaries of Epic-ness! Kitted, bags loaded and breakfast consumed for our possible seven-hour day, we were all set to go, when – to add more drama – Waylon's phone rang at 05:59, one minute before our departure. The guys from Drug-Free Sport had decided to pitch up and give Waylon his first out-of-competition test of the year. So... fast forward to 8am, and we were ready to go!

When I planned this trip, I was hoping the south-easter would give us a decent push towards Porterville. But that rain I mentioned? In the Western Cape, rain comes from the north, which meant a solid-block headwind for us! Luckily I was on the Waylon Pro Express, so for the first three hours, he did his share on the front. But soon, the pressure on the sit bones was telling us we might have packed too much.

After a quick lunch at our half-way stop in Riebeeck Kasteel, we were off again. Being a photographer, it was tough for me not to

stop more often – something that Waylon had to get used to, on this trip. After 80 kilometres of tar we hit our first gravel section, and it was time to let the air out a bit.

A sense of adventure was definitely in the air. But it was also around then that Waylon's decision not to fill up with water at our lunch stop looked about to backfire: we weren't sure how far we were from Porterville, but already we'd run out of fluids. As if that wasn't bad enough, the rain dried up and turned into 40-degree heat. I hadn't ridden this far for a few years, and I started to feel the telltale tingles of cramp.

After 134 long kilometres, we reached Porterville, and I downed one of the nicest cold Cokes I've ever had. The day wasn't over yet, though – we also had to buy our supper and carry it 22km to our overnight stop. Part of those final kilometres included the Dasklip Pass, a one-hour sufferfest of a climb that I rode at 7km/h, with my 10kg backpacks weighing me down. But the summit was spectacular; we stopped to admire the view before turning towards our overnight cottage in the Cederberg.





## DAY 2/ PAMPOENFONTEIN TO NUWERUST FARM // 140KM // EXCITED AND TIRED

Our mood was good as the first 'proper' day of riding dawned. With 50km to go to Citrusdal, the coffee and rusk we had for breakfast would have to suffice.

When we reached Citrusdal we could feel the temperature climbing already; so, after devouring a proper meal – and having learned something from the previous day – we filled up our water bottles and bladders.

**TOP LEFT:** The climb up Dasklip Pass near Porterville was brutal, but the views... they were worth it. **TOP & MIDDLE:** After four days, tour legs eventually kicked in and the riding became sublime. **BOTTOM LEFT:** There was always a moment to sit down and chill out when the heat got too much. **BOTTOM RIGHT:** The two-litre bladders simply weren't big enough to carry the necessary fluids, as high temperatures played havoc with hydration needs.



As we got closer to the Algeria resort the sun rose higher and higher – perhaps mid-summer hadn't been the best time to choose for this trip. We cruised along the banks of the Olifants River, and the temperature soared to above 50 degrees; it was time to swim. After cooling off, we started going up – and up, and up – as two climbs back-to-back awaited us: Niewoudt's Pass, and Uitkyk Pass.

At the top of Uitkyk Pass, Waylon looked at me and said: "Welcome to *Sinkplaatvallei*." I didn't know what he meant, initially, but it soon became evident three kays down the track: the road surface was super-challenging; and riding hardtails with backpacks, we were taking punishment.

With 40km to go, we kept on pushing. There wasn't much rest to be had, and we had to finish with a long, uphill pull to our accommodation at Stadsaal Caves: Nuwerust, with Tannie Louise waiting for us, and our bodies broken by a long day.

**LONG ROAD:** The long dirt roads were corrugated and sandy, making progress slow at times. But each of the stopovers was a welcome respite in this remote area.

### DAY 3/ NUWERUST FARM TO CLANWILLIAM // 97KM // SHORT AND HARD

**A**fter almost 300km our legs and bums were feeling it, and we were looking forward to a shorter day. But as with the Epic, the shortest days often prove to be the hardest.

The night before, the owner of Nuwerust had told me that the road to Wuppertal had been classified as a 4x4 trail, and that no maintenance had been carried out on the track for a long time. Apparently the 40km there takes him two hours by car. It was not encouraging news.

We passed the small town of Eselbank, and started the descent to Wuppertal. It was another hot day – by now, 40 degrees was still cool; 'hot' was up to 47. On the descent our brakes started overheating, and we often found ourselves on the edge, having overshot tight corners.

Water was a big problem. The heat was taking its toll, and we consumed more than we'd anticipated. Luckily, we found a small shop that served cold drinks – and we proceeded to buy almost all their stock. I overheard one of the locals say: "*Kan 'n mens dan so baie water drink? Dit is mos nie goed vir jou nie...*"

With the temperature over 40 in the shade, the climb out of







## HOW TO GET THERE

Steytler marked the route using Google Earth, then exported the data to Garmin Connect. The intrepid duo followed the route on a Garmin Edge 800.



Wuppertal lay before us like Mount Everest. We continued onward to Heuning Vlei, with the remotest part of the day's journey still ahead.

What a grind – we actually had good legs, but the tough terrain meant that the pace was slow. The first 74km took us just over five hours; but thankfully, the last 20km were downhill to Clanwilliam. Back in civilisation, we welcomed the cell phone reception. Another lesson learned: next time we ride a section as remote as this, we need a satellite phone.

### DAY 4/ CLANWILLIAM TO ELANDS-BAAI // 110KM // SENSE OF HUMOUR FAILURE – ALMOST

Yesterday's super-tough day meant that day four was all about tired legs, bodies and butts. We decided to start earlier, to try and have some more rest time in Elandsbaai. We set off, circling back to where we had swum two days before, with some awesome riding next to the Clanwilliam dam. As we set off towards the coast, the cool breeze lifted our spirits – as did knowing that we had no major hills ahead.

And then, it happened: our first tar road, after more than

200km of gravel. And at first, we were cruising along at 30km/h – before we turned into a block headwind, with 20km still to go! When we eventually got to Elandsbaai we went straight to lunch, to celebrate the first day that we hadn't finished after 6pm.

Spirits were high! One more day to go.

### DAY 5/ ELANDSBAAI TO JACOBSBAAI // 107KM // BEST FINISH OF MY LIFE!

The last day came so quickly. Where had the other four days gone? We set out towards our finish line. My wife was flying in from Johannesburg – Waylon's girlfriend picked her up, and it was a dice between them and us as to who would get to Jacobsbaai first.

We powered through the first 67km in two hours 20 minutes. Tour legs kicked in, and the *domkrag* was coming through. The plan was to ride the last bit on the beach; but we still had to get to Vredenburg, and that menacing headwind was back. We laboured the last 20km to our lunch stop. After a quick bite, we headed towards Paternoster, and then hooked a left. That last 15km was some of the most special riding on the trip.

And then we were there, and being greeted by our partners (and three seagulls). I've done the Epic, and Joberg2C; but riding with your mate, unsupported – 600km in five days – is something very special.

Thanks, boet! Till the next one! Karoo, Garden Route, Eastern Cape? Watch this space... **B**





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# GEAR

Bikes On A Budget | Little Rippers

## SADDLE UP

Velobrien is a Cape Town-based bespoke leatherworks company run by brothers Gareth and Gavin O'Brien. This specific seat – originally a black, run-of-the-mill commuter saddle – was restored with tan kudu hide, hand-sewn with baseball stitch and finished off with perforated detail.

Its proud owner, Marc Perel, a local steamcat with an eye for style, commissioned Velobrien to create this saddle to match a tan set of Gropes [which are handlebar grips] he'd purchased recently and fitted to his commuter bike.

– Oliver Munnik

RESTORATIONS FROM R500 | VELOBRIEN.COM



EDITOR'S CHOICE


# BEST BUDGET BUYS

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# HARDTAIL MTB







While we all dream of riding and racing range-topping, feather-light mountain bikes, dripping in the latest bling, our budgets and household commitments often force us to scale down our dreams to a more affordable reality. But you don't have to settle for a mediocre bike – this month, **Gear Ed Oli Munnik** runs through a comprehensive range of performance hardtails that will still suit your budget.

BUDGET

## UNDER R5 000

HARDTAIL BIKES THAT PERFORM ON A BUDGET

### GIANT REVEL 29ER 2

Though Giant are best known in South Africa for their marathon-specific Anthem dual-suspensions, the biggest bike manufacturers in the world also cater for the entry-level market. Their Revel range, available with 29er wheels, aims to entice riders off-road by offering a no-nonsense package that delivers where it matters. V-brakes and a seven-speed transmission keep costs down, but riders are rewarded with a lightweight ALUXX-grade frame with butted aluminium tubeset and 29er-optimised geometry, for a stable and comfortable experience.

PRICE R4 595 | INFO [GIANT-BICYCLES.COM/EN-ZA](http://GIANT-BICYCLES.COM/EN-ZA)





## AXIS A90 LADIES

PRICE R3 300

INFO AXIS-BIKES.COM

Like the Avalanche, the ladies-specific Axis A90 features a kinked top tube for lower stand-over height, which designers have found suits the average woman's leg-height better. The lower top tube also makes mounting and dismounting safer,

as you can get your leg over it more easily. With a 21-speed Shimano drivetrain (i.e. 'the gears') and a Zoom suspension fork, the A90 is an ideal bike to get you started on gentle off-road paths – you'll pedal in confidence. Men's version also available.



### AVALANCHE PRIMA DONNA 27.5

The women-specific Prima Donna features 27.5" wheels (commonly known as 650b), which fit between the more common 26" and 29" wheel sizes. Neither one nor the other, they offer the benefits of both: 29er wheels, though cheaper, require more effort to get up to speed, so the (relatively) smaller 27.5" wheel is easier to accelerate. On the other hand, 26" wheels don't roll over obstacles like roots and rocks as easily as bigger wheels do; 27.5" wheels do it better. From either point of view, the rider benefits.

PRICE R3 140 | INFO AVALANCHEBICYCLES.CO.ZA



**BIG TYRES**  
BIG VALUE

### RALEIGH DUKE

The first Raleigh arrived in SA an incredible 78 years ago. In the late 90s the company shifted their attention to the mass market, but they've recently been working hard to design and spec bikes more at home on independent shop floors. The Duke is another Raleigh finger on the pulse. This fatbike with 4.0" tyres features an aluminium frame with steel fork, seven-speed transmission, and super-wide rims with cut-outs, to keep weight to the minimum. At R4 999, Raleigh have made fatbikes considerably more affordable.

PRICE R4 999 | INFO RALEIGHSA.CO.ZA



# SCHWINN VOYAGEUR 2

For those not quite ready to head off-road in earnest, the Voyageur 2 is a great choice to get your confidence up on smooth gravel and/or the roads and bike paths in your neighbourhood. Thanks to an adjustable stem, you'll enjoy an upright riding position that won't put strain on your back. In addition, a suspension seatpost coupled with a Selle Royale elastomer saddle keeps your *derrière* comfy. A set of 700x38C Kenda Courier tyres is fast-rolling, but also tough enough to handle the occasional dirt road.



PRICE R4 770 | INFO [RALEIGHSA.CO.ZA](http://RALEIGHSA.CO.ZA) | NOTE MEN'S FRAME AVAILABLE

# RALEIGH CYCLONE 27.5

The Raleigh Cyclone 27.5 fits snugly into this price bracket, despite its 80mm SR Suntour XCT air-sprung fork with lockout, Shimano drivetrain, and mechanical brakeset sporting 160mm discs front and rear. Whether you want to explore on the mountain or take your Cyclone cruising on the road, it'll be more than up to the task. While this model features a 27.5" wheelset, the Cyclone is also available with 29er wheels, with the same spec and at the same price. So depending on your needs, you can chose which wheelsize best suits your riding.



PRICE R4 770 | INFO [RALEIGHSA.CO.ZA](http://RALEIGHSA.CO.ZA)





## MOMSEN AL129

The Momen AL129 manages to hit the sub-R9 000 price point without making sacrifices on the spec. While the drivetrain could easily have been made up of non-series parts to keep costs down, the 9-speed Shimano Altus will be welcomed by riders looking for reliability. It's also good to see a RockShox XC28 fitted to the front end – it'll soak up the bumps with ease.

**PRICE** R8 699 | **INFO** MOMSENBKES.COM



# MONGOOSE TYAX COMP 29

While Mongoose are better known for their BMX roots, this American company also produces a wide range of mountain bikes. Locally, Mongoose have created a foothold in the recreational or leisure segment of the mountain-bike market. The 32-hole Alex rims are tubeless-compatible, which is useful to know if you're planning to convert from tubes. Kenda Small Block Eight tyres feature low-profile, closely-spaced knobs – they're fast-rolling, with consistent grip. A full Shimano drivetrain and hydraulic brakeset complete a solid package.



PRICE R6 495 | INFO OMNICO.CO.ZA

# SPECIALIZED JYNX COMP 650B

In 2014 Specialized launched the 650b Pitch, to compete in the entry-level XC market. At the same time, in line with their focus on making quality products for both men and women, the Pitch was twinned with the Jynx. It offers Specialized's Women's Recreational XC Geometry, which the Big S say is anatomically engineered for women; while the 650b Pitch and Jynx models share the same price point, the Jynx features different grips, saddle and geometry, for a more female-friendly fit.



PRICE R7 999 | INFO SPECIALIZED.COM





## SCOTT CONTESSA SCALE 730

PRICE R10 000

INFO SCOTT-SPORTS.COM

Scott's Contessa range of bikes, including both on- and off-road models, is tailored to the specific needs of women riders. The Scale 730's Contessa Solution Geometry and a Contessa Sport saddle will ensure you stay in control

and comfortable, no matter what the conditions. A reliable Shimano drivetrain is backed up by a host of Syncros-branded (and owned by Scott) parts, making for a bike that'll leave you wanting to explore more.



### GT KARAKORAM ELITE

The GT Karakoram is certainly a favourite among weekend warriors who want reliability as well as a bike that's capable of taking them on exciting off-road adventures. In 2015, a 10-speed drivetrain made up of Shimano Deore parts is mated to a three-blade FSA crankset, ensuring each and every gear-change is crisp and fast. And the Karakoram – featuring GT's iconic Triple Triangle – hits the nail on the head once again.

PRICE R9 495 | INFO OMNICO.CO.ZA



### MERIDA BIG NINE TFS 300

Rudi van Houts and charismatic José Antonio Hermida have used their Big Nine hardtails to decimate most of the Cape Epic field, powering their way to a few stage victories. The TFS 300 may be slightly undergunned for reaching the Cape Epic podium, but it's inherited quality geometry and handling characteristics from those high-end racing models. A host of Merida-branded parts is complemented by a nine-speed Shimano drivetrain, Tektro hydraulic brakeset, and 100mm SR Suntour front fork with lockout.

PRICE R9 499 | INFO MERIDA.COM



## SCOTT SCALE 960

You just have to attend a local MTB event to realise just how popular Scotts are among the legions of South African mountain bikers. Sharing the same geometry with its carbon cousins, the Scale 960 has inherited its race pedigree thanks to years of R&D and feedback from the likes of multiple-XCO world champion Nino Schurter. While Scott has recently put a lot of energy into its 650bs, local riding spots are still dominated by 29ers like the Scale 960. The reason? Confident handling, and straight-line speed. And when it comes to spec, the Scale 960 offers a great package at an affordable price point.

**PRICE** R14 800 | **INFO** SCOTT-SPORTS.COM





## TITAN 29R ELITE

At R12 999 the 29R Elite straddles our two price limits; it's a great option for someone who wants a performance hardtail but needs to free up some cash to complement their new bike with some new gear – perhaps a new helmet, shoes or tools. With a 180mm disc up front and 160mm at the rear, the performance of the Shimano hydraulic brakeset is sure to be sharp and pin-point accurate, while a set of high-volume Schwalbe Racing Ralph tyres (a popular choice at the Cape Epic) will keep you firmly planted on the trail.



PRICE R12 999 | INFO [TITANRACING.CO.ZA](http://TITANRACING.CO.ZA)

## GIANT TALON 29ER 1

The Giant Talon 29er 1 blends weight, comfort and affordability to create a sporty hardtail offering value where it matters. A RockShox Recon Silver fork with 100mm of travel features a remote lockout (that means the lockout lever is situated on the handlebar) that'll keep your hands closer to the grips at all times, so your ride's safer because you're more in control. Other highlights are a well-specced Shimano 3x10 drivetrain that's a mixture of XT (rear derailleur), Deore (shifters) and SLX (front derailleur) parts, as well as a set of Schwalbe Rapid Robs that are sure to keep you in tune with the terrain.



PRICE R13 850 | INFO [GIANT-BICYCLES.COM/EN-ZA](http://GIANT-BICYCLES.COM/EN-ZA)





## SPECIALIZED ROCKHOPPER PRO EVO 29

PRICE R14 999

INFO SPECIALIZED.COM

All Specialized Evo models are engineered with slacker geometry, and specced with a longer-travel fork, wider tyres, and wider handlebars. This set-up suits riders

who want a bike that can be ridden more aggressively, on a wider range of trails. Adding to an already superb package is the Rockhopper Pro Evo's cable-activated 100mm dropper post, which sets it apart in this category.

ALSO ON THE PODIUM



### KTM ULTRA FUN 29

Like all KTM bikes, the Ultra Fun 29 is made in Austria, and specifically from triple-buttled 6061 alloy. The first thing that strikes you when looking at the Ultra Fun 29 is its bright, catchy paintjob with matching cable routing and 100mm SR Suntour front fork. The attention to detail extends all the way to the saddle, and even to the headset spacers and seatpost clamp. Like most other bikes in this price range, a 3x10 Shimano drivetrain takes care of business; while a highlight here is a set of high-volume Continental 29x2.2" X-King tyres.

PRICE R11 995 | INFO KTM-BIKES.CO.ZA



### MOMSEN AL329

Victor Momen prides himself on giving riders additional value by complementing his race-ready framesets with features that make Momen's trail-ready from the get-go. When it comes to the AL329, this means a set of tubeless-ready Alex rims, and Kenda SCT tyres that are designed for tubeless – saving you time and admin. An integrated top-tube bag is another great feature, for carrying all your essentials while keeping your back pockets free of clutter. Another small detail: red, Momen-branded silicone race grips add a touch of flair and comfort to the package.

PRICE R14 250 | INFO MOMSENBKES.COM **B**





# LITTLE

KICKSTART YOUR LAAITIE'S CYCLING PASSION WITH THESE LITTLE RIPPERS.

## CHILLAFISH BMXIE

AGES

2-5

Aimed at kids between two and five years old, the Muna BMXIE balance bike is the perfect way for your small person to make the transition from a three-wheeler (er, also known as a trike) to a traditional two-wheeler. Detachable foot supports allow kids to pick their feet up and practise balancing as they cruise along the pavement. Other highlights include a set of decals for cool customisation, and adjustable seat height to cater for growth spurts.

R1 495 | [BSLOTAR.CO.ZA](http://BSLOTAR.CO.ZA)





# RIPPERS

SEPPE DE ROECK | FLICKR

BY OLI MUNNIK



AGES

5-7

### AVALANCHE ZOID 16"

When your child's balance is finely tuned, it's time to start pedalling – as opposed to simply balancing and using his or her feet to stabilise. The Zoid 16", available in colours that will appeal to girls and boys – with some even sporting glittery tassels – features single-speed gearing, with a chain guard to protect wandering limbs or clothing that may get stuck between chain and chainring. For late bloomers, detachable 'fairy wheels' will keep their confidence up as they work towards mastering the art of riding a two-wheeler.

BOYS R985 // GIRLS R1 015  
AVALANCHEBIKES.CO.ZA



WHEN YOUR CHILD'S BALANCE IS FINELY TUNED, IT'S TIME TO START PEDALLING.



AGES

8-10

### MUNA ESPRIT 20"

With the look and feel of an adult mountain bike, the 20" Muna Esprit will help kids learn the art of changing gears and braking. On the shifting side, a single front chain-ring, seven-speed cassette and twist shifter keep things simple, while a set of V-brakes takes care of the stopping power. Through trial and error – finding the correct gear to tackle the approaching terrain, and stopping in time to avoid any drama – your child will learn valuable skills.

R2 650 | MUNABIKES.COM



AGES

10 up

### AXIS TORQUE 24"

There's nothing quite like the excitement of your first 'real' bike without fairy wheels! The Axis Torque for boys (pictured) and Caprice for girls offer 24" wheels and 21 gears – not to mention a Zoom front fork with 60mm of travel. This is the sort of bike that could inspire a laitie to keep their legs turning well into their teens – and who knows, perhaps ignite the passion to become the next Burry Stander.

R3 100 | AXIS-BIKES.COM



AGES

10 up

### SPECIALIZED FATBOY JUNIOR 24

If ever there was a bike to blow a kid's mind, it would have to be the FatBoy Junior 24, with its outrageously oversized 24x4.0" tyres that can roll over practically anything thrown in its path. Perfect for the beach or for an alternative trail experience, this bike will brighten any two-wheeled adventure. Mechanical disc brakes provide more than enough stopping power, while a nine-speed SRAM X4 rear mech mated to a single front blade allows for a wide selection of gears.

R8 999 | SPECIALIZED.COM

SUPPLIED



# PIETERMARITZBURG MTB FESTIVAL

DATE **3-5 APRIL**

RACE **CASCADES MTB PARK**

RACE **50KM, 25KM, 10KM**

## THE UNOFFICIAL CYCLING CAPITAL OF SOUTH AFRICA IS PULLING TOGETHER A FESTIVAL OF MTB AT THE COUNTRY'S PREMIER MTB VENUE, THE CASCADES MTB PARK.

Held over Easter every year, the Pietermaritzburg MTB festival is a long weekend jam-packed with racing on the pristine trails and single track created by Nic Floros. There will also be a host of professional events, so when the racing's over, you can stick around and watch the pros do their thing.

### TERRAIN

Cascades is purpose-built to be a mountain biker's dream, and you can expect some fun but testing terrain on the XCO track, including rock gardens, drop-offs, chicken runs and loads of single track. The weekend's racing will include three set distances, and an Enduro race that takes place on the Friday.

### PURPOSE OF THE EVENT

With the success of the MTB World Cup and MTB World Championship events at Cascades, Cycling South Africa decided to host a mountain-biking festival in conjunction with KZN MTB. The aim of the event is to allow local riders to participate in some high-quality competitions, be spectators at top-end international events, and develop children's events. **B**



## WHERE TO STAY

### 1 LINCOLN COTTAGES

If you want a home away from home, then these cottages will be perfect, boasting all home comforts, including Wifi, a flat-screen TV and DSTV. The bathrooms have free toiletries and the kitchens are fully equipped. The kids are sorted too, with a play area and jungle gym; and after a hard day's racing, you can chill around the braai area with a cold one.

#### CONTACT

Tel: 033 396 4576  
Email: [info@lincolncottages.co.za](mailto:info@lincolncottages.co.za)  
Web: [www.lincolncottages.co.za](http://www.lincolncottages.co.za)

### 2 JEAN-LEE BED & BREAKFAST

Just 4km away from the airport, this quaint bed & breakfast is just the job for a peaceful time away. Each room has a TV, but if you want to escape you can make your way to the garden, or even have a swim in the pool. Braai facilities and Wifi are also available – and if you want to bring your pets, you can do so on request.

#### CONTACT

Tel: 033 346 0470  
Email: [enquiries@jeanlee.co.za](mailto:enquiries@jeanlee.co.za)  
Web: [www.jeanlee.co.za](http://www.jeanlee.co.za)

### 3 REDLANDS HOTEL

Situated in the northern suburb of Pietermaritzburg, this is just what you want if you prefer to spend holidays at a hotel. The rooms are all air-conditioned, and come with a mini-bar and coffee- and tea-making equipment. Restaurants are close at hand, and if you fancy a flutter, the Golden Horse Casino is only five kays away.

#### CONTACT

Tel: 033 394 3333  
Web: [www.redlandshotel.co.za](http://www.redlandshotel.co.za)



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Experience the thrills and spills of KZN mountain biking at the Royal Drakensberg Challenge.

## YOUR GUIDE TO THE BEST IN CYCLING FOR APRIL

**WESTERN CAPE****ARABELLA MTB CHALLENGE****25-26 APRIL**

This race is renowned for its scenery, as it traverses the Kogelberg reserve – over some challenging terrain. It's held over a long weekend, and riders will tackle 55km on day one, and 48km on day two. Two days just too much? You can also ride day one (the Saturday) as a standalone event. The event is aimed at both novice and experienced riders – this is one weekend you should be sure not to miss. For more info visit [www.africanpridehotels.com](http://www.africanpridehotels.com)

– Renay Groustra

**GAUTENG****EMPERORS PALACE CLASSIC****11-12 APRIL**

The eighth edition of this race takes place in the eastern suburbs of Johannesburg, skirting OR Tambo international Airport. Hosted by ASG Events, the race offers fast and exciting routes of 105km and 50km. There's also a mountain-bike event, on the Saturday, before the road race on Sunday. This has 40km and 20km distance options. More info on all the events can be found at [www.asgevents.co.za](http://www.asgevents.co.za)

– Nic White

**KWAZULU-NATAL****ROYAL DRAKENSBURG CHALLENGE****19 APRIL**

This race is a good excuse to pull out the dual-sus and enjoy some real rough and rugged mountain biking. Held at the foot of the royal Drakensberg, the race heads out towards the mountains, and you're greeted by a climb you won't forget; but in reward for your efforts, you're treated to some breathtaking trails and amazing views. The route will test your climbing and technical skills, leaving you with a real sense of achievement. More info can be found at [www.royaldrakmtb.co.za/](http://www.royaldrakmtb.co.za/)

– Bryan Powell

★★★★☆  
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## KWAZULU-NATAL

### ROAD

**26 APRIL**

#### AQUELLÉ TOUR DURBAN

105km, 45km, 55km Cyclocross Durban

Contact Race Office  
queries@cycleevents.co.za,  
011 707 4716, 087 904 0497  
Web [tourdurban.co.za](http://tourdurban.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

### MTB

**3-5 APRIL**

#### PIETERMARITZBURG MTB

**FESTIVAL** 50km, 25km, 10km, Enduro  
Cascades MTB Park  
Contact KZN MTB  
info@kznmtb.co.za, 082 896 6864  
Web [kznmtb.co.za](http://kznmtb.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

**11 APRIL**

#### KZN PROVINCIAL XCO

**SERIES #3** 5-7km laps  
Virginia Farm, Eston  
Contact KZN MTB  
info@kznmtb.co.za, 082 896 6864  
Web [kznmtb.co.za](http://kznmtb.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

**11-12 APRIL**

#### X10SIV UMKO CHALLENGE

60km, 40km, 20km, 10km, 2-day team challenge  
Nyala Pans, Naauwpoort Farm, Richmond  
Contact Race Office  
marc@x10siv.co.za, 082 890 5966  
Web [facebook.com/](https://facebook.com/)

[theumkochallenge](http://theumkochallenge)

Online Entries [roag.co.za](http://roag.co.za)

**18-19 APRIL**

#### KZN PROVINCIAL DOWNHILL & ENDURO SERIES #3

Giba Gorge MTB Park  
Contact KZN MTB  
info@kznmtb.co.za, 082 896 6864  
Web [kznmtb.co.za](http://kznmtb.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

**19 APRIL**

#### ROYAL DRAKENSBERG MTB CHALLENGE

50km, 25km, 10km  
All Out Adventures, Northern Berg  
Contact All Out Adventures  
info@alloutadventures.co.za,  
072 386 1344  
Web [royaldrakmtb.co.za](http://royaldrakmtb.co.za)

## GAUTENG

### ROAD

**12 APRIL**

#### EMPERORS PALACE CLASSIC

102km, 50km  
Emperors Palace, Kempton Park  
Contact Race Office  
eventsupport@asgworld.co.za,  
076 621 1807  
Web [asgevents.co.za](http://asgevents.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

### MTB

**10-12 APRIL**

#### SOCIAL MAGALIESBERG MOUNTAIN BIKE WEEKEND

with Vanessa Haywood-Sandes  
65km  
Mount Grace Hotel, Magaliesberg

Contact Simon Bloomhill  
simon@camelthortravel.com,  
021 788 4097  
Web [camelthortravel.com](http://camelthortravel.com)

**11 APRIL**

#### FUNKY MONKEY MTB RACE

15km, 23km, 32km, 64km  
Waenhuis Country Guest House, Fochville  
Contact James 083 379 6492  
Online Entries [racetime.co.za](http://racetime.co.za)

#### EMPERORS PALACE MTB

**CLASSIC** 40km, 20km  
Emperors Palace, Kempton Park  
Contact Race Office  
eventsupport@asgworld.co.za,  
076 621 1807  
Web [asgevents.co.za](http://asgevents.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**11-12 APRIL**

#### THE CRADLE MOUNTAIN TROPHY 2-DAY MTB

Maropeng  
Contact Lezelle Williams  
lezelle@leveragcorporation.co.za,  
011 463 7730  
Web [mountain-trophy.co.za](http://mountain-trophy.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**12 APRIL**

#### BABBA'S LODGE MTB SUPER SERIES 2015 – EVENT #4

66km, 33km, 12km, 1km  
Babba's Lodge, Bultfontein  
Contact Andre de Beer  
francosporteents@gmail.com,  
082 490 5061  
Web [francosport.co.za](http://francosport.co.za)

Online Entries [cycleevents.co.za](http://cycleevents.co.za)

## FREE STATE

### MTB

**18 APRIL**

#### 2015 ASHBURTON INVESTMENTS NATIONAL MTB SERIES #3

Clarens 120km, 75km, 45km, 20km, 10km  
Town Square, Clarens  
Contact Wessel van der Walt  
info@adventure.com,  
086 199 0001  
Web [adventure.com](http://adventure.com)  
Online Entries [nationalmtbseries.com](http://nationalmtbseries.com)

## WESTERN CAPE

### MTB

**25 APRIL**

#### BREDEKLOOF GRAVEL & GRAPE MTB 3-DAY CHALLENGE

225km  
Breedekloof Wine Valley  
Contact Race Office  
info@gravelandgrape.com,  
023 349 1791  
Web: [gravelandgrape.com](http://gravelandgrape.com)  
Online Entries [gravelandgrape.com](http://gravelandgrape.com)

**25-26 APRIL**

#### ARABELLA CHALLENGE

48km, 55km  
Arabella Country Estate (Phase 2 site)  
Contact Angela Rogers  
ajrogers@telkomsa.net,  
082 337 0005  
Online Entries [africanpridehotels.com](http://africanpridehotels.com) **B**

THE RACE CALENDAR IS COMPILED TWO MONTHS IN ADVANCE. FOR THE MOST UP-TO-DATE RACE DETAILS, VISIT [WWW.BICYCLING.CO.ZA/CALENDAR](http://WWW.BICYCLING.CO.ZA/CALENDAR)



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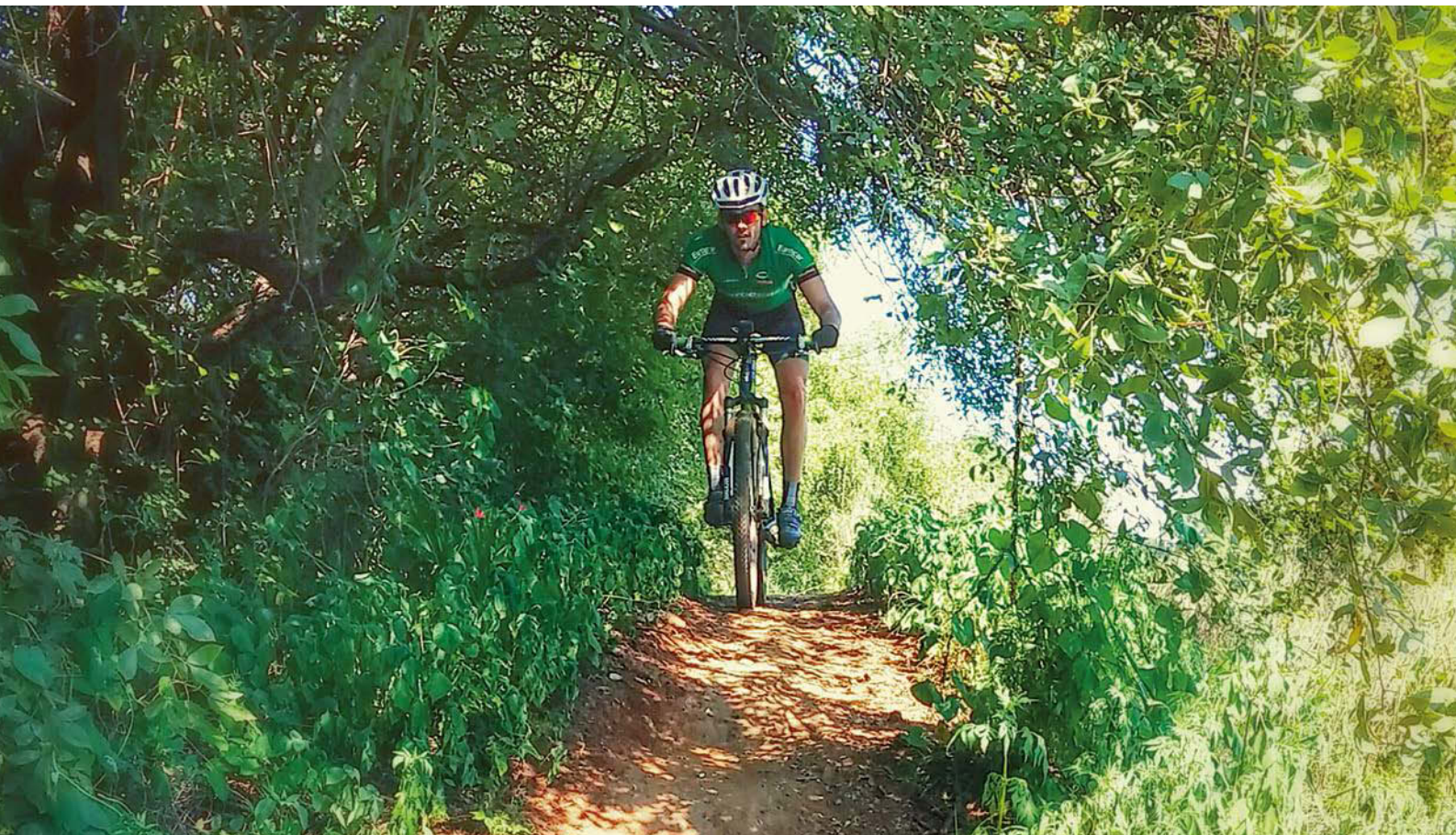
[supersport.com](http://supersport.com)





# THE FRAME

► PHOTOGRAPH COURTESY OF @JACODVILLIERS



THIS IS MY FRIEND JURIE SPYKERMEN 'SURFING THE BARREL' ON HIS MTB AT THE BIG RED BARN, CLOSE TO IRENE VILLAGE IN PRETORIA. HE KNOWS NOTHING ABOUT SURFING, BUT HE CAN RIDE A BIKE. **B**

**SUBMITTED BY @JACODVILLIERS**

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→ Share your good times with us on Instagram. Tag your ride photos to @Bicycling\_SA using the hashtag #BicyclingFun and you could be featured in an upcoming issue! (Remember to mention where the shot was taken!)



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